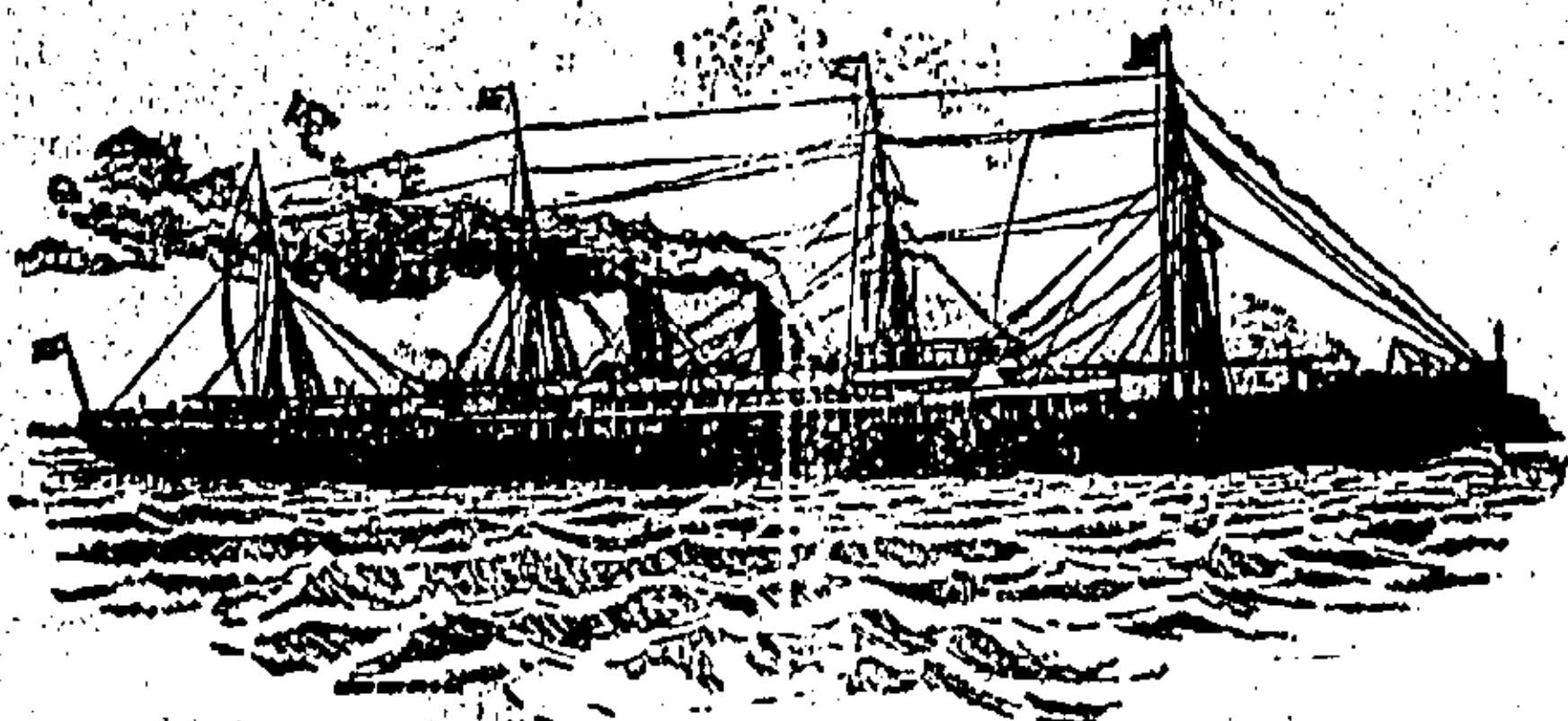


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.

"MANCHURIA"	8,750 Gross Tons.	TUESDAY, 11th October, at 10 A.M.
"COPTIC"	4,352 "	SATURDAY, 15th October, at Noon.
"KOREA"	11,276 "	SATURDAY, 29th October, at Noon.
"GABRIEL"	4,205 "	TUESDAY, 8th November, at Noon.
"MONGOLIA"	13,639 "	TUESDAY, 22nd November, at Noon.
"AMERICA MARU"	6,300 "	TUESDAY, 29th November, at Noon.
"OHINA"	5,060 "	SATURDAY, 3rd December, at Noon.
"DOBEI"	4,784 "	SATURDAY, 17th December, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th, 1902; 10 days, 15 hours.

THE P. M. Steamship "MANCHURIA" will be despatched for SAN FRANCISCO, via MACAO, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 11th October, at 10 A.M., taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS to EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

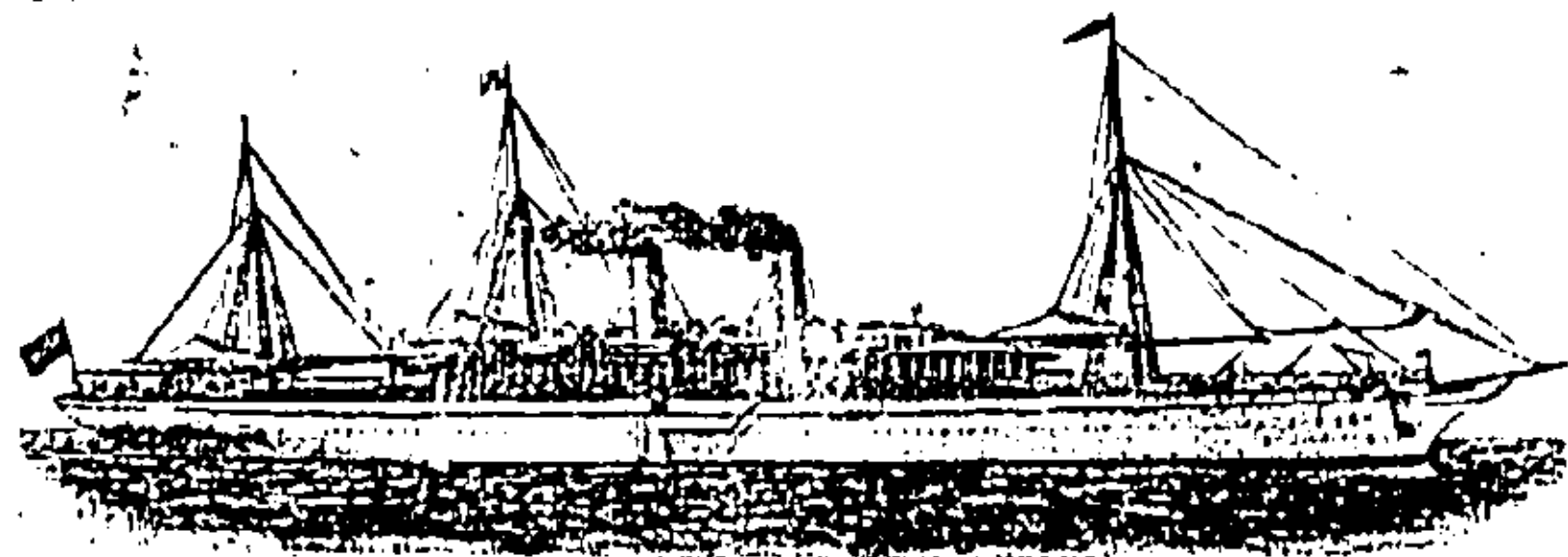
The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 7th October, 1904.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).		
R.M.S. "ATHENIAN"	2,440 Tons.	WEDNESDAY, 12th October.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 19th October.
"TARTAR"	4,425 "	WEDNESDAY, 26th November.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 16th November.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 14th December.
"ATHENIAN"	2,440 "	WEDNESDAY, 28th December.

Hongkong to London, 1st Class, via St. Lawrence 260. Via New York 252.

Hongkong to London, Intermediate on Steamers, and 1st Class Rail £40.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,
9, Piddar's Street.

Hongkong, 21st September, 1904.

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS)

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SUEVIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO)	18th October. Freight.
BRISGAVIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO)	1st Nov. Freight.
SLAVONIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO)	15th Nov. Freight and Passengers.
SEGAVIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO)	29th Nov. Freight.
SENEGAMBIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO)	13th Dec. Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 6th October, 1904.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 30th July, 1904.

THE AMERICAN SYSTEM

DENTISTRY.

M. H. CHAUN, D.D.S.,
37, DES VŒUX ROAD CENTRAL, HONGKONG.

From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,361 tons.	Captain R. D. Thomas.
"POWAN"	2,338 "	G. F. Morrison, R.N.R.
"FATSHAN"	2,200 "	W. A. Valentine.
"HANKOW"	2,073 "	B. Branch.
"KINSHAN"	2,800 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 8.30 P.M. and 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons. | Captain H. D. Jones. |

Departures from Hongkong to Macao on week days at 2 P.M.

Departures on Sundays at NOON.

Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,119 tons. | Captain T. Hamlin. |

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 388 tons. | Captain J. Willcox. |

"NANNING," 569 " | C. Butchart. |

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

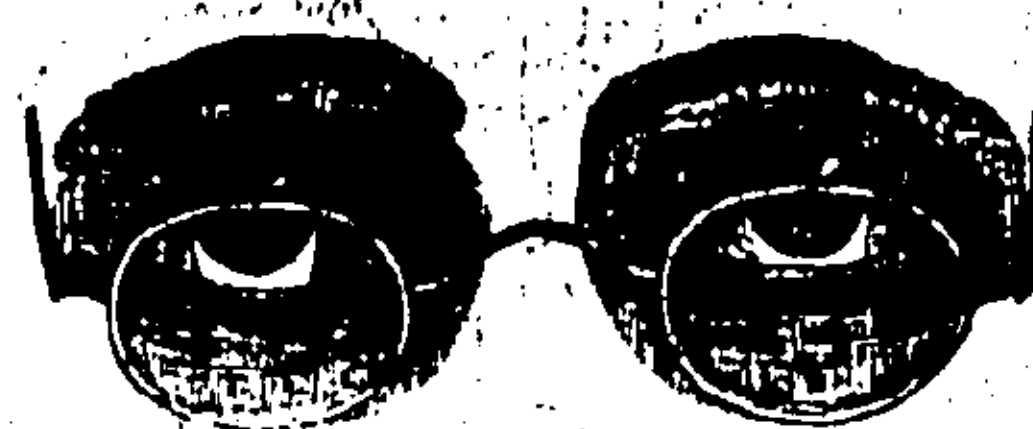
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 30th September, 1904.

Intimations.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES

TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

10, D'AGUILAR STREET, HONGKONG.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper

Glasses to Correct and Cure. Prescription lenses ground on the premises. All work guaranteed.

Sun Glasses are useful and give the effect of coolness.

Prices from \$2.00.

A. S. TUXFORD, Manager.

Hongkong, 1st October, 1904.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR

AND GENERAL COMMISSION AGENTS,

16, DES VŒUX ROAD CENTRAL, HONGKONG,

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HANT

BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR

LAUNCHES, &c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES

Hongkong, 15th December, 1903.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S

KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

20, QUEEN'S ROAD, Watson's Building.

301

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN Ice-House Road.

IS now in a position, in his New and Com-

modious Premises, to eclipse, as heretofore

ALL PHOTOGRAPHIC ART PRACTICE in the Colony or in any part of the Far East

GROUPS AND VIEWS

a speciality.

Hongkong, 12nd September, 1904.

THE HONGKONG

STUDIO,

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 19th September, 1903.

1

NOTICE.

IN THE MATTER OF THE ESTATE OF GEORGE MANINGTON, LATE OF VICTORIA, IN THE COLONY OF HONGKONG, JOURNALIST, Deceased.

NOTICE is hereby given that all CREDITORS should send their CLAIMS against the above Estate to the undersigned before the 16th day of October, 1904, failing which they will not be recognised.

Dated this 16th day of September, 1904.

E. A. SNEWIN,

Executor.

1043

JUST LANDED.

A LARGE variety of PERFUMERY of the well-known make in Fancy Bottles of various sizes, and STATIONERY in all Styles to suit various requirements.

INSPECTION EARNESTLY SOLICITED.

H. RUTTONJEE,

No. 5, D'AGUILAR STREET,

or

36 to 38, ELGIN ROAD, KOWLOON.

Hongkong, 5th October, 1904.

72

A BROKEN-DOWN SYSTEM.

This is a condition (or disease) to which doctors give many names, but which few of them really understand. It is simply weakness—a breakdown, as it were, of the vital forces that sustain the system. No matter what may be its cause (for they are almost numberless), its symptoms are much the same: the more prevalent being sleeplessness, sense of prostration or weariness, depression of spirits and inability to carry on the ordinary duties of life. Now, what alone is absolutely essential in all such cases is increased vitality—VIGOR.

VITAL STRENGTH & ENERGY to show off these morbid feelings, and experience power that an eight hours day will be more certainly secured by a course of the celebrated life-reviving tonic.

THERAPION No. 3 than by any other known combination. So surely as it is taken in accordance with the printed directions accompanying it, will the shattered health be restored.

THE EXPIRING LAMP OF LIFE LIGHTED UP AFRESH.

and a new existence imparted in place of what had been a lately seemed worn-out, "used up" and valueless. This wonderful restorative is purely vegetable and innocuous; it is agreeable to the taste, suitable for all constitutions and conditions, in either sex; and it is difficult to imagine a case of its late or derangement, whose main features are those of debility, that will not be speedily and permanently benefited by this never-failing restorative essence, which is destined to cast into oblivion everything that had preceded it in this wide-spread and dangerous class of human ailments.

THERAPION is sold by Chemists throughout the world. Prices: England, 2s and 4s. Purchasers should see that the word "Therapion" is printed on the British Government Stamp (in white letters on a red ground) affixed to every package by order of His Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Ltd., Hongkong, China and Manila.

74

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

Price \$10.50 per case of 48 bottles (quart) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1903.

75

Intimations.

THE YOKOHAMA DOCK CO., Ltd.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 85 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 876.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

595

ROYAL AERATED WATERS MANUFACTORY.

PRODUCE the highest CLASS AERATED WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients they use in the manufacture of their goods, and the cleanliness, &c., are all under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. BRATBY and HINGLIFFE, LIMITED, Aerated Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly surprised at the compactness of our factory and also the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited, and superior to a great many. He also reported that the quality of our goods was of a first class nature, and they showed that scrupulous care was exercised in the course of their manufacture.

Order Books and Price List. Please apply to FACTORY and OFFICE, West Point, Tel. 357. Depot, Ice House Street. Tel. 374.

Dr. V. DANENBERG & F. P. DANENBERG, General Managers.

Hongkong, 20th May, 1904.

677

Hotels.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 22d July, 1900.

Intimations.



A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS

ESTABLISHED A.D. 1841.

THE FINE

MELLOW

FLAVOUR

OF OUR CELEBRATED

E

BLEND

VERY OLD LIQUEUR

SCOTCH

WHISKY.

IS ATTAINED ONLY BY

Great Age, being

thoroughly matured

and Superior Quality

Uniformly Maintained.

Price \$18.50 per Dozen.

A. S. WATSON & Co.,
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 15th September, 1904. 135

TELEPHONE NO. 236.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣

17, QUEEN'S ROAD.

FURNITURE
DEALERS.

DRAWING-ROOM,

DINING-ROOM,

and BED-ROOM

FURNITURE

ELECTRO-PLATED,

GLASS, and

CHINA WARES.

PASTEUR'S MICROBE-PROOF

FILTERS,

ROCHESTER LAMPS,

WHITE TURKISH TOWELS.

COUNTERPANES.

COOKING RANGES,

KITCHEN UTENSILS, and

HOUSEHOLD REQUISITES.

PHOTOGRAPHIC
DEPARTMENT.

DEVELOPING and PRINTING

UNDERTAKEN BY AMATEURS.

GOOD WORK.

PROMPT RETURN.

Hongkong, 8th January, 1904. 145

E. C. WILKS & Co.,
MARINE SURVEYORS,

CONSULTING ENGINEERS AND

NAVAL ARCHITECTS.

COLLISIONS and Damages Surveyed.

Salvage Work undertaken.

Ship Designs and Specifications prepared.

Agents for the Construction and Sale of Steam

and Motor Launches.

Contract for New Tonnage on reasonable terms

with First-class Builders.

A large stock of Canadian Asbestos and

Asbestos goods kept.

Agents for Messrs. Allen & Sons Electrical

Plant and Centrifugal Pumps.

Telegram Address: "MARINEWORK."

Telephone—No. 338.

Hongkong, 3rd May, 1904. 148

NOTICE.
All communications intended for publication in
the "HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, The House, Road, and
should be accompanied by the Writer's Name, and
Address.
Ordinary business communications should be addressed
to The Manager.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$13 per annum.

The rates per quarter and per month, proportional
to the daily rate, are delivered free when the address is
accessible to messenger. On copies sent by post an
additional \$1.80 per quarter is charged for postage.
The postage on the weekly issue to any part of the
world is 30 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-
five cents.

The Hongkong Telegraph

HONGKONG, SATURDAY, OCTOBER 8, 1904.

A COMPARISON.

Although the governing authorities of
Hongkong have done much for the Colony
in the shape of sound laws, improved sanitation,
and afforestation, they still remain
swathed in the multitudinous bonds of red
tape. Somnolence has taken them firmly
in its grasp, and protestations and appeals,
repeatedly addressed to them, rarely meet
with success. The authorities appear satisfied
that the Colony's affairs are perfectly
managed. It is true that the ordinary
resident is dissatisfied, but then there is no
satisfying some people, and as the resident is
powerless to act, his anger is unavailing; and
the government merely smiles complacently
and off times turns a deaf ear to the sound
advice that is frequently expressed. One has
only to look at the splendid management of
Shanghai—which well deserves its title of the
"Model Settlement"—and then compare it
with the administration of Hongkong, to
realise the advantages under which our northern
brothers live as contrasted with ourselves.
We frankly admit that their improved
conditions are due to the fact that their
internal affairs are administered by a
Municipal Council, whereas the unfortunate
Hongkongite has to put up with a more or
less lethargic Legislative Council; but surely it is possible
for the powers that be in this island colony
to take a leaf out of the Shanghai book and
adopt some of its principal lessons. Shanghai
can proudly point to the abundance of its
water supply, its excellent sanitation, its
fine public gardens—where a capital band
plays nightly—and its broad, open roads. The
nine gentlemen who control the internal
affairs of Shanghai give their services freely
and wholeheartedly, with the result that the
residents are living in a settlement which is
by far the best in the Orient. In Shanghai,
a man does not feel that he is an exile. The
municipal authorities have striven their utmost
to make the place as Western as is within
their power, and they have succeeded beyond
expectations. Much of their success is no
doubt due to the flatness of the country and
to the bracing atmosphere, but still more is
due to the fine energy displayed by those in
power. When one turns to Hongkong, nothing
but apathy and red tape meet the eye. The
climate is admittedly a trying one and energy
somewhat at a discount, but it is not so
enervating as to forbid a little more interest
being taken in the welfare of the residents.
The sanitation of Hongkong is still far from
satisfactory. To find its equal, one has to
turn back to England of many years ago.
This could be remedied within a few months
if only the authorities were willing to spend
a little more of the necessary money. Complaints
are heard on every side, but the Sanitary
Officials blandly state that the sanitation of
Hongkong is excellent, and as justification,
point to the decrease in the mortality
returns of plague, typhoid and malaria. It
is quite true that there is a decrease in these
diseases, but typhoid is still terribly prevalent,
and were the sanitation as it should be,
this would not be so. Another source of
trouble is that, although Hongkong has
public gardens that are almost perfect, the
authorities refuse to move a finger towards
making them as enjoyable as those in
Shanghai. Here, in this outpost of civilization,
an unmarried man has nowhere to go
but to his rooms, his club, or to the hotels.
As far as water is concerned, the house-
holder is a lucky man who can always find
enough to fill his bath at all periods of the
day. The gas in Hongkong—well, enough
has been said about that illuminant; it is
still as it was. The best time of the year is
now approaching. The cool winds bring a
certain amount of energy to the jaded
colonist and official. If it would only rouse
the authorities to consider the needs of the
residents, one would be thankful indeed.

IN the league matches arranged in connection
with the British Fleet the following additional
results have been notified:—*Vengeance* 1,
Glory 1; *Cressy* 1, *Albion* 0; *Amphitrite* 0;
Vengeance 2, *Leviathan* 1.

ALTHOUGH no decision has yet been taken by
the P. and O. Company to transfer their port
of call from Marseilles to Genoa, such a course
might (says Reuter) have to be considered in
the future if the labour arrangements at Marseilles
are not placed on a more satisfactory basis.

THE Superintendent of the Alice Memorial and
Netherlands Hospitals begs to acknowledge
with thanks the following donations to the
Building Fund of the Maternity Hospital:—
Hon. Sir Paul Chater \$250, Hon. R. Shewan
\$250, Hon. W. J. Gresson \$250, Messrs. J. R. M.
Smith \$200, and E. D. Sassoon \$200, and Hon.
G. Stewart \$50.

IN their weekly share list of to-day's date
Messrs. Eric Georg & Co. state: "The *Agincourt*
which was safely floated, has been docked,
and is likely to prove a much more expensive
job than generally anticipated, and if the
hopes of the people engaged in saving the
Baron Gordon are crowned with success, that
will prove another good business for our local
dock."

THE St. Petersburg correspondent of the *Echo*
de Paris says: Count Delavaux has arrived
in St. Petersburg to attend the Aerostatic
Congress and has stated that Colonel Kevanku
is leaving for the Far East with eight balloons
for use in the war; the balloons are to be
inflated with hydrogen obtained by a special
process in which the reacting agents are aluminium
and caustic soda.

AN unheeded incident created consternation
in a Cardigan chapel the other evening. Shortly
before the sermon a youngster, fidgeting
about in an ancestral pew, wriggled his head
in between two pillars of the pulpit banister.
Then he tried to get it back, and could not.
In a few moments the harmony of the Welsh
hymn gave way before the harrowing yells of
the struggling urchin, and the service came to
a standstill. Then a muscular deacon and
stern-faced paragon rushed to the rescue, and,
using herculean efforts, liberated the captive
by shattering the bars of his prison.

FROM the directors' report for submission to
shareholders in the Shell Transport and Trading
Co., Ltd. on 21st ult., it is stated that, in
accordance with the undertaking contained in
the last report, the directors had hoped to place
before the shareholders the adjustment of the
accounts as compared with the estimated
figures for the year 1902, but in view of the
auditors requiring to have before them, the
accounts for the year ending the 31st December,
1903, before they certified final figures the
directors regretted that it was not then possible
to do so. They were, however, able to state
that, apparently, the adjustment entailed the
alteration of the profits for the year from
£219,566 13s. 9d. to £208,169 14s. 1d., a difference
of £11,396 19s. 8d.

LOCAL AND GENERAL.

DURING September 9.770 inches of rain were
recorded.

THE coolie ship *Courfield*, left for Chinwato
this morning where she will embark emigrants
for South Africa.

THE Hon. A. W. Brown has been appointed a
member of the governing body of Queen's College,
vice the Rev. G. Bunbury, resigned.

THE *S.S. Tweeddale*, with coals for the mines,
arrived at Durban yesterday after a safe and
fine passage. There was very little sickness
on board, and only one death, from dysentery.

OWNERS and occupiers of tenements are
reminded that rates for the fourth quarter of
1904 are payable in advance on or before the
31st inst.

MR. B. R. H. Taylor, assistant harbour master,
has been appointed to act as assistant superintendent
of police to take charge of the water
police, with effect from the 1st inst.

INLAND Lot No. 1,726, situated on the Peak
Road, and comprising 2,400 square feet, held
at a nominal Crown rent of \$16 per annum, is
to be sold by public auction, the upset price
being \$600.

IN the league matches arranged in connection
with the British Fleet the following additional
results have been notified:—*Vengeance* 1,
Glory 1; *Cressy* 1, *Albion* 0; *Amphitrite* 0;
Vengeance 2, *Leviathan* 1.

ALTHOUGH no decision has yet been taken by
the P. and O. Company to transfer their port
of call from Marseilles to Genoa, such a course
might (says Reuter) have to be considered in
the future if the labour arrangements at Marseilles
are not placed on a more satisfactory basis.

THE Superintendent of the Alice Memorial and
Netherlands Hospitals begs to acknowledge
with thanks the following donations to the
Building Fund of the Maternity Hospital:—
Hon. Sir Paul Chater \$250, Hon. R. Shewan
\$250, Hon. W. J. Gresson \$250, Messrs. J. R. M.
Smith \$200, and E. D. Sassoon \$200, and Hon.
G. Stewart \$50.

IN their weekly share list of to-day's date
Messrs. Eric Georg & Co. state: "The *Agincourt*
which was safely floated, has been docked,
and is likely to prove a much more expensive
job than generally anticipated, and if the
hopes of the people engaged in saving the
Baron Gordon are crowned with success, that
will prove another good business for our local
dock."

THE St. Petersburg correspondent of the *Echo*
de Paris says: Count Delavaux has arrived
in St. Petersburg to attend the Aerostatic
Congress and has stated that Colonel Kevanku
is leaving for the Far East with eight balloons
for use in the war; the balloons are to be
inflated with hydrogen obtained by a special
process in which the reacting agents are aluminium
and caustic soda.

AN unheeded incident created consternation
in a Cardigan chapel the other evening. Shortly
before the sermon a youngster, fidgeting
about in an ancestral pew, wriggled his head
in between two pillars of the pulpit banister.
Then he tried to get it back, and could not.
In a few moments the harmony of the Welsh
hymn gave way before the harrowing yells of
the struggling urchin, and the service came to
a standstill. Then a muscular deacon and
stern-faced paragon rushed to the rescue, and,
using herculean efforts, liberated the captive
by shattering the bars of his prison.

FROM the directors' report for submission to
shareholders in the Shell Transport and Trading
Co., Ltd. on 21st ult., it is stated that, in
accordance with the undertaking contained in
the last report, the directors had hoped to place
before the shareholders the adjustment of the
accounts as compared with the estimated
figures for the year 1902, but in view of the
auditors requiring to have before them, the
accounts for the year ending the 31st December,
1903, before they certified final figures the
directors regretted that it was not then possible
to do so. They were, however, able to state
that, apparently, the adjustment entailed the
alteration of the profits for the year from
£219,566 13s. 9d. to £208,169 14s. 1d., a difference
of £11,396 19s. 8d.

THE following returns of the average amount
of bank notes in circulation and of specie in
reserve in Hongkong, during the month ended
30th ult., 1904 as certified by the managers of
the respective banks, are published in the
Gazette.

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China,	\$3,669,193	\$2,300,000
Hongkong and Shanghai Banking Corporation,	1,148,990	7,000,000
National Bank of China, Limited,	394,775	150,000
Total,	\$5,212,958	\$9,450,000

THE Emperor of Japan has paid a visit
to Prince Carl Anton of Hohenzollern at the
Shiba Detached Palace. His Majesty, accompanied
by Marquis Tokudaiji, Chief Aide-de-camp
to the Emperor, left the Imperial Palace
at 10 in the morning. He was received in the
hall of the Shiba Detached Palace by Prince
Carl, with whom His Majesty entered into conversation.
The Emperor was pleased to decorate
the Prince with the "Kikkwa Daijusho"
(Insignia of the Grand Chrysanthemum). His
Majesty also invested Marquis Helmdorf with
the "Kensato Kioyukyu Chujusho" (Insignia
of the 2nd Order of the Rising Sun for the 3rd
Order of merit), and three other members of
the Prince's suite with the "Kunshichito Seishoku
Toyoshu" (Insignia of the Kiri Leaf for the
7th order of merit). His Majesty returned
to his palace at 11 o'clock. Prince Carl had a
walk in the city in the afternoon and at 7 o'clock
he was present at a dinner given in his honour
at the German Legation.

THE movement of Mex out of the Philippines
goes steadily on. On September 30th, alone
there were 194,000 Mexican dollars exported
from the islands to Hongkong. Of this amount
the Hongkong and Shanghai Banking Corporation
exported 75,000, the International Banking
Corporation 100,000, Gin Soon 4,000, and
Oli Soon 15,000. It is needless to say, observes
the *Cadence*, that none was imported.

A CHINAMAN and a few were arraigned
before Mr. Kemp this morning on charges
of stealing bicycles. In the first case Un
Ling was charged with hiring a bicycle,
valued at \$35, from Cheung Chin Hing's shop
yesterday, and not returning it. When he was
arrested he said, "I did not steal it. I hired it
and tried to sell it." Upon conviction he was sent
to three months' hard labour, with three hours
in the open.

IN the second case Alan Saksox
was charged with hiring a bicycle from another
shop in Queen's Road as long ago as the 12th
of December last, and not returning it. He
had not been seen again until a month ago,
when the 'bike' owner recognized him in the
street. A hit was produced, which was signed at
the time of hiring the 'bike,' but defendant said
he did not sign it. Another bicycle shop keeper
of Queen's Road spoke to defendant's coming
to his shop and asking him to buy his bicycle;
that was in the middle of December of last
year, but witness refused to buy it. He then
asked witness to fix up the tyres and he would
call later. He called later and took away the
machine, but did not pay for the work done. A
week later he came again to the shop and tried
to hire a 'bike' from witness, but he was refused
as he had no money, and had not paid for the
repairs previously done. Accused then went
to witness's other shop and told the man in
charge that his master had said he was to be
given a 'bike.' Accused took one, and after
riding it all day was finally found with it on
board a steamer about to proceed to Canton.

Witness added that when defendant was at
the station yesterday after arrest, he stated that
he did not want to sell the bicycle; he only wanted
to exchange it. Subsequently accused said he
had only been four months in the Colony. He
was remanded, bail being refused.

LAND SQUABBLE IN THE
NEW TERRITORY.

At the Supreme Court this morning His
Honour T. Sercombe Smith gave judgment in
a case before the Court on the 27th ultimo, in
which the plaintiff was Ma Fu Shan, of 17 Gage
Street, and the defendants were Tung Yung
Kwong, land owner in the New Territory, and
Ng Sik Ki, trader of Yaumati.

It was an action to recover \$1,087.16, being
as to \$950 the amount paid by the plaintiff to
Tung Yung Kwong by way of deposit on the
signing of an agreement dated 18th March,
1903, and made between the defendant, Tung
Yung Kwong of the first part and the plaintiff
of the second part, and one, Poon Ming, and
the defendant, Ng Sik Ki, of the third part, whereby
it was (*inter alia*) agreed that if the defendant
Tung Yung Kwong should fail to obtain a certificate
or other evidence of his title to certain premises
mentioned in such agreement within two years of the 18th March,
1903, or that the decision of the Land Court,
or any superior Court should be adverse to
such title (which was the case) the said deposit
should be repaid to the plaintiff with interest
at the rate of 10 per cent from the date of such
agreement as therein mentioned; and as to
\$137.16 interest to the 26th August at the said
rate. The defendant Ng Sik Ki was sued as
surety for the repayment of the deposit and
interest. Plaintiff waived the sum of \$387.16
in order to permit the claim to be brought
within the summary jurisdiction of the Court.

Mr. A. C. Holborow (Messrs. Deacon,
Looker and Deacon) appeared for the plaintiff.
His Honour gave judgment against the first
defendant with costs. Judgment was also
given against the second defendant, but execution
would not be levied until the stamp
duty on the deed of guarantee was paid.

VOLUNTEER CAMP.

The Hongkong Volunteer Corps will go into
camp at Stonecutter's Island, East, from 21st
to 31st inst. A launch to convey members will leave
Murray Pier at 4.30 p.m. sharp on the 21st inst.
Uniform will be Khaki, helmets, putties etc, for
all units. Baggage must be limited. Members
desiring to take servants with them must apply
at once at headquarters for passes. The headquarters
close from 1 p.m. on the 20th inst. until after
the completion of the camp. Sergeant-Major of all
Units must send in returns of the members
intending to be present in Camp, before 8 p.m. on
the 21st inst. to the adjutant in the Camp. Members
intending to attend camp will draw their arms, accoutrements
etc., from the armoury before 10 p.m. on the
20th inst.

The following members have joined the
corps since the 20th ult.:—S. W. Kynock,
H. W. Wolfe, A. Slaney, C. F. Critchley,
G. Watson, J. Fisher, A. Brown, A. Broadbent,
J. Hurlow, J. T. Cole, A. L. Penning, J. Leonard,
W. Sanderson, and S. R. Boyd.

The following have been permitted to resign
as from the 24th against their names:—Sergeant
R. C. Edwards, 4th inst., Gunner L. A. Rose,
3rd inst., and Gunner A. Humphreys, 30th ult.

THE WEATHER.

The following report is from Mr. J. I. Plummer,
Chief Assistant of the Hongkong Observatory.

On the 8th at 11.42 a.m. The barometer has
fallen in N. Japan and risen at all other stations.

The greatest pressure is over the north of
China and the least in the Pacific, eastward of
the Philippines.

Strong N.E. monsoon prevails along the entire
coast of China and over the greater part of
the China Sea.

Forecast:—Fresh to strong N.E. winds, day.

U.S. "VENGEANCE" ARRIVES.

As indicated in our columns last evening, the
British battleship *Vengeance*, has now arrived
in port after mooring in Mira Bay where she
discharged her mails from the north which
were brought over to Hongkong on the torpedo
boat destroyer *Whiting*. The *Vengeance* left
Weihaiwei on Sunday morning with mails and
invalids, and was accompanied by the *Whaling*.
On clearing the land the *Vengeance* was taken
in tow, but on the 4th she proceeded under her
own steam.

The British sloop *Rinaldo*, is also in from
Singapore.

LOCAL ATHLETICS.

With the arrival of the cool weather, the
local athletic season has opened in no undecided
manner, and to-day sees most of our
athletic organisations engaged. Happy Valley
will be especially lively, as apart from cricket
and football, the fourth Meeting of the Gym-
khana Club, which had to be postponed last
week on account of the weather, takes place.

The formation of the Kowloon Cricket Club
is calculated to give a decided impetus to local
cricket, and as soon as the all-important matter
of the ground is disposed of they will be able to
meet all comers. As it is, however, they will
challenge and play the various other clubs on
this side of the harbour, and taking into consideration
the fact that many known and tried
performers have already joined, augurs well for
the success of the Club. Dr. Swan is at the
head of a Committee, fully determined to push
matters to a successful issue. It is hoped to
play the first game next Saturday.

The members of the Y. M. C. A. held a
meeting the other evening to discuss the
athletic programme for the ensuing season.
The result of their deliberations was that they
embarked upon a programme of the most comprehensive
character embracing football, cricket,
rambling, and camera clubs. Without actually
committing themselves to all of these, it was
decided to canvass the members and see
how many would join each club. We do not
see any reason why they should not all be successful,
for the association has now assumed
extensive proportions, and most of the members
are keen and active sportsmen. We hear
that they can put up a really excellent fifteen
for Rugby.

Devotees of the noble art will be interested
to learn that it is practically decided to form
an Amateur Athletic Club, with the object of
promoting physical culture, boxing, etc. Mr.
James Christie and Mr. S. Newman, both accomplished
pugilists, will be the instructors. A meeting
to consider preliminaries will be held at the
Metropole Hotel on Tuesday, at 6 p.m.

The six-a-side contests in connection with
the H. K. F. C., are proceeding merrily and
much interest is being manifested in the
various games. During the past week three of
the seven matches were left drawn. The
illegal game, as it would be styled in professional
circles, has an almost inestimable value
here, as it keeps the men in good trim, and
prepares them for the more important business
later in the season.

Last evening a meeting of the members of
the V. R. C. was held in the Club's gymnasium
to consider what steps should be taken with
regard to football this season. The meeting
was arranged to take place last Wednesday
evening, but had to be postponed owing to the
lack of members present, but last evening
there was a very fair attendance, over which
Mr. H. A. Seth presided. Mr. Harold Austen,
who was elected secretary, said that in future
the Football Club would be run by the V. R. C.
and not as a separate concern as before. Mr.
Austen was also elected captain, and Mr. A.
Hodger and Mr. J. Wittell were chosen to
serve on the football committee. Mr. Austen,
in a brief address, complained of the way
members turned up, or failed to do so, and said
that this would cause trouble in the future. He
hoped they would unite, and determine to put
up a bold front, and though they might not get
the shield this year, they would win it next
season. The ground at Causeway Bay, was
being levelled and a match was being put
up. In conclusion, Mr. Austen presented the
Club with a couple of new footballs.

The Canton Regatta takes place at the end
of November, and the members of the Club
have invited teams from the H. K. R. C., and the
V. R. C. The members of the Canton Club will
send a crew to compete at the forthcoming
regatta of the V. R. C., though no replies have
so far been received from either Shanghai or
Singapore. Whilst on the subject of rowing, the
scratch four oar race of the V. R. C., is fixed for
next Saturday. Lammer's crew is the general
fancy. For the V. R. C.'s annual regatta in
December, in which the Boat Club will take
part, the open events are the Hongkong Challenge
Cup, Interport fours (one mile), Interport
double sculls (three-quarters of a mile), and Inter-
port pairs one mile.

The half-yearly meeting of the Hongkong
Jockey Club, was held at the City Hall this
afternoon, Sir Paul Chater, C.M.G., presiding.
The proceedings were not open to the press,
but we learn from one of the members that the
stewards were re-elected *en bloc*. The forth-
coming meeting is written down as a positive
success, though the griffin question is exciting
the anticipations of many subscribers.

TELEGRAMS.

(Reuters.)

Mr. Chamberlain's Fiscal Policy.

LONDON, 6th October.
Mr. Chamberlain, speaking at Luton, said that Lord Rosebery had elicited from Mr. Balfour statements of the greatest importance, and more momentous than any he had hitherto made. Mr. Balfour's speech marks a stage in the great controversy. "I have no more idea of going back to the protection of fifty years ago than to the free trade of fifty years ago." Mr. Balfour seems to have considered that it might be necessary to take a second election, on the question of preference, but Mr. Chamberlain was unable to understand the necessity for a second plebiscite involving two general elections. This was the only bluntness in Mr. Balfour's plan, which brings before us visions of Imperial trade, which neither our ancestors nor ourselves ever dared to anticipate.

LATER.

Cholera in Russia.

There have been thirteen cases of cholera and five deaths at Saratoff, and the uneasiness in Moscow is increasing.

Military Appointment in Russia.

General Orloff has received the appointment of General of the Staff in St. Petersburg.

Late Telegrams.

(Cablenews.)

San Francisco, 1st October.

In spite of their desperate efforts of the past week and an almost unbroken series of assaults the Japanese forces at Port Arthur have failed to effect the capture of any vital position.

The inner line of Russian defenses still remains intact.

The repulse of the Japanese assaults on Itzeshan and Antsesh in forts proved to be the most severe of any experienced at Port Arthur, and the losses are compared with those at Liaoyang.

It is believed the determined character of the assaults indicates that the Japanese, realizing the approach of winter, are making a last desperate effort to storm the citadel.

The Japanese admit themselves baffled at Port Arthur and are now preparing to starve the garrison into surrender.

The plan of carrying the fortress by assault has been declared unfeasible and has been abandoned.

The besieging army is now preparing to winter in its lines of investment and a long and spiritless reduction of the place is looked for.

The news has been received with great satisfaction in St. Petersburg.

Throughout Europe Japan is regarded as having committed a serious blunder in trying to carry the fortress by assault, and several journals of the French capital call the blunder fatal.

Everything indicates the imminence of a great battle at Mukden.

Finding his left flank turned by Kuroki Kuropatkin is slowly withdrawing his forces south of the Hun river and making preparations to destroy the bridges.

The Japanese are apparently making no effort to intercept Kuropatkin's line of retreat to the northeast of Mukden, where the Russian general is already retiring his stores and part of his troops.

General Oyama is advancing on Mukden with his whole army and reports of heavy fighting are expected within the next forty-eight hours.

The Russian outposts have been driven back at all points by the superior numbers of the Japanese.

General Kuroki is reported to be preparing to cross the Hun river at Shaywuchen about 50 miles north-east of Mukden.

Reports from St. Petersburg indicate that Kuropatkin's expressed intention of abandoning Mukden has been received with disapproval at St. Petersburg, but sentiment is beginning to acquiesce in the Russian leader's plan of campaign, and confidence in him is being restored.

San Francisco, 3rd October.

Recent reports from Port Arthur have thrown a more hopeful light on the condition of the garrison there and a more optimistic feeling has been aroused in St. Petersburg as to the ability of the garrison to hold out.

In one of these reports General Stoessel assures the Tsar that the garrison can hold out for months yet.

The assaults of the Japanese are reported to have perceptibly weakened and belatedly that the heavy losses have told upon the besiegers.

Owing to these reports it has been decided to immediately dispatch the Baltic fleet to the Far East, its destination being Port Arthur. Yesterday the Tsar inspected it at Libau preparatory to its sailing.

It is believed that if the garrison can survive till the fleet arrives the stronghold may be able to hold out indefinitely as extra provisions and munitions are being carried by the fleet.

Kuropatkin is being urged to assume the offensive and move southward.

The Japanese are making vigorous preparations to strengthen their hold on the territory captured from the Russians.

The gauge on the railroad from Dalny to Newchwang has been changed and locomotives for the new gauge are reported to be now on their way to Dalny from Japan.

This gauge is being extended to Liaoyang, and it is believed that within two months the Japanese engineers will have succeeded in establishing through communication from Dalny to that city.

In the event of Mukden falling into the hands of the Japanese the line will be extended to the latter place.

The Russians, taking advantage of the full in Japanese activities at Port Arthur, have assumed the offensive making several sorties from the citadel in an effort to relieve the forts which were recently captured by the Japanese.

So far the Japanese have managed to repulse these sorties and have inflicted some considerable loss on the garrison.

It is reported that Japanese troops have been withdrawn from Port Arthur to reinforce the troops now attacking at Mukden.

While cruising along the Liaotung coasts in search of Chinese junks trying to run the blockade at Port Arthur with contraband a Japanese gunboat encountered a floating mine, believed to be one of those scattered about by the Russians, and was sunk.

All hands are reported to have perished.

NAVAL RECONNAISSANCE AT PORT ARTHUR.

JAPANESE BLUE JACKET'S NARRATIVE.

The *Mitsubishi* correspondent at Sasebo sent the following interesting communication to his paper on the 25th ult.:—On the night of the 13th inst. some of the Japanese warships were despatched to the mouth of Port Arthur to make a forced reconnaissance there. A blue-jacket who was present on this occasion is now in the Naval hospital at Sasebo. He related what he had witnessed as follows:—

When we left a certain place, under command of Lieutenant Kawanami, on the right of the 13th inst., for the mouth of Port Arthur, it was very dark, and nothing but the sound of the waves was to be heard. Although our movements were much harassed by the search-lights from the battery on Hwangkinshan and many others, the circumstances were otherwise very favourable to our undertaking. But, alas, just when we were about to enter the mouth of the port, one of the search-lights was suddenly turned upon us. The fact of our presence was communicated to every other battery and almost all their search-lights were concentrated upon our vessels. As we were just under their batteries, we could do nothing but retreat. We instantly changed our course, but at the same moment the volleys from their batteries fell upon us like rain. As our vessel was hit in an important part and was threatened with loss of her motive power, we, by a great effort, withdrew to a point about one hundred metres from the mouth of the port. Every minute the Russians fired more volleys on us and one shell carried away Lieutenant Kawanami and a petty officer named Miwa, and wounded several other men. Shortly afterwards Lieutenant Kawanami was seen adrift, whereupon petty officer Morimoto jumped into the sea and rescued him. It was found that the Lieutenant had lost one of his legs. Our vessel was then struck by a third shell, which killed two men on the spot. I also was wounded at this time in the right arm and the right knee, and was made deaf by the extraordinary noise. Likewise, a first-class blue-jacket, was killed, a petty officer, Morimoto, wounded, and three others were hurled into the sea. These losses greatly excited us, imbuing us with courage, and we determined to proceed toward the enemy again, careless of our lives, but, to our great sorrow, our vessel proved unable to proceed, and we had to remain where we were, fully exposed to the Russian fire. Then the order "Save your lives independently of one another" was given, and I jumped into the sea with a piece of board, in spite of three severe wounds. When the enemy's fire slackened I returned to this vessel and found that all the men remaining on it were severely wounded. At this moment three Russian torpedo boats were seen only about 6 metres from our vessel, but they did not venture to approach us for a certain reason [probably other Japanese warships were approaching] and the batteries on shore could not fire upon us, lest they should damage their own torpedo boats. Then, thanks to God, another Japanese vessel came up and towed us out of danger. Only petty officer Morimoto, a first-class blue-jacket, Maeda, and myself, remained alive out of the crew of our vessel. All the others were killed while bravely discharging their duties. Of them, an engineer, Sato, died with the words "Excuse me! I shall be a little in front of you."

EXECUTION OF KOREANS.

CONDEMNED UNDER MARTIAL LAW.

On the 21st ult., at 11 o'clock in the morning, three Koreans, one aged twenty-two, another twenty-six, and the third forty, who were recently condemned to death by a Japanese court-martial at Seoul on a charge of having interfered with the military railway, were executed on a hill outside the capital.

Describing the scene of the execution, a *Yokohama* correspondent writes that the prisoners, whose eyes were covered with white cotton, arrived at the execution ground in jinrikisha. Under a willow tree the covers were taken off the men's eyes and they were allowed to have a few minutes with their relatives. The mother of one of the prisoners embraced her son and wept bitterly, as did the relatives of the others. The Korean officials who were present to witness the execution at last ordered the relatives away, and the prisoners were then taken in jinrikisha to the base of wooden stakes with a cross-piece, to which they were tied. One of the prisoners was unable to walk, and was helped to his cross by Japanese genies. Without further delay ten soldiers drew up in a line about 60 feet away from the prisoners, and at the command of an officer they fired. Surgeon Mayeda then examined the prisoners, and finding that two were still alive, they were fired at again. One died at once, but no less than seven shots were fired before the other was killed. An immense crowd of spectators assembled at the place of execution.—*Kobe Chronicle*.

LAUNCH OF THE "FATHOMER."

U. S. GEODETIC SURVEY BOAT.

A quiet function was that which, held in the waters of the harbor this morning. The ship had just been completed at Kowloon by the Hongkong and Whampoa Dock Co. for the Philippine Government, for service in the Geodetic survey of those islands. She had been prettily decorated from stern to stern, with bunting, while level with her bows a platform had been erected on which was fixed the instrument which was to cut the cord and send the boat gliding down the slip into Kowloon Bay. The ceremony was gracefully performed by Mrs. C. C. Yates, wife of the future commander of the ship, to whom Mr. R. Mitchell handed a mallet to sever the cord. Raising this she brought it down with a resounding smack on the lever, and the *Fathomer* at once proceeded gracefully on her way to her watery home, a bottle of champagne, draped in a small silken "Star and stripes," being broken on her bows, "for luck," as she glided slowly away. Everything went off without a hitch, and as the vessel moved down the slips, cheers were raised from the assembled company, as well as from the crowd of employees standing around, while a perfect fusillade of Chinese crackers broke out as the vessel took the water. She was then towed to a mooring alongside the wharf where she will be fitted with her engines and boilers, and receive the final touches, before taking up her new sphere of usefulness, after being turned over to the U. S. Philippine Government.

The vessel safely launched, the company adjourned to the Club-room, at the invitation of Mr. W. B. Dixon Chief Manager, and Mr. R. Mitchell Superintendent, of the Dock Company, where success was drunk to the newly launched vessel. After the toast "Success to the *Fathomer*," had been honoured in due form, Mr. Dixon said that although one of the conditions to be observed at this small function was that there was to be "no speechifying," it was, under the circumstances, impossible to let it be so, as the thanks of all were due to the lady who had come forward to send the new boat, which she had christened the *Fathomer*, to the waves. He took the opportunity of presenting her with a piece of *bijou* literature, in token of the thanks of the Dock Company, for her kind consent to launch her husband's new boat.

Captain Yates returned thanks to Mr. Dixon for his kind remarks, on behalf of his wife, and said his thanks were due to Mr. Dixon, Mr. Mitchell and, in fact, to all the officials of the Company, for the way the work on the *Fathomer* had been done.

Mr. Mitchell, on behalf of the officials of the Docks, said he would bear in mind the conditions of that function, "No speech-making," and would content himself with thanking the last speaker for his kind remarks.

Mr. Dixon then mentioned that the first vessel built in this yard was built according to Lloyd's measurements, rules and requirements and added that there were no better rules in the world, or if there were they were not anywhere known. In this connection he would couple the name of Mr. Newman Mumford, Lloyd's representative in this Colony, and expressed the hope that the boat they had just seen launched would long be serviceable, and strong for her work. The toast of Mr. Mumford's health was then duly honoured.

In acknowledging the toast, Mr. Mumford thanked the speaker for his kind words, and thought it was rather early in the day to drink toasts, though the compliment was appreciated. It was not the first time he had had the pleasure of superintending the building of vessels in this dock. He had supervised the building of two vessels for the Siamese Government some time ago, and in all the work done he had acquired the impression that there was a thoroughness and completeness about it, even in the way the Chinese did their work, and he hoped they would soon be able to turn out much larger vessels, such as they were now turning out in Japan. The reason why the work of the Hongkong and Whampoa Dock Company was so successful was that the management secured the services of the best man to supervise the whole operations. This was no flattery, as he (the speaker) was known all over the docks as a "growler" and not a flatterer, but he knew from his own experience that what he now said was just and correct.

This ended the proceedings. Among those present were Dr. H. Krieger, German Consul, Captain and Mrs. Yates, and Mr. and Mrs. M. S. Northcott, Mr. and Mrs. Hinds, Captain and Mr. Westall, Messrs. W. B. Dixon, R. Mitchell, W. J. Russell, J. W. Graham, J. Logan, the officers of the U. S. survey boat *Palliser*, Dr. Hawkes, Surgeon, U.S.N., Mr. Baird, and Mr. Dibrell, Assistants in the U. S. Geodetic Survey Bureau, Mr. Cawman, and members of the staff of the Hongkong and Whampoa Dock Company. The officers so far appointed to the *Fathomer* are Captain Yates in command, Mr. Daniel's, watch officer, and Mr. Bennett, Chief Engineer. The crew will be sent up from Manila when required.

The newly-launched *Fathomer* is a steel built, single screw vessel of 250 tons, having a length over all of 152 feet, breadth 25 feet, and depth 12 feet 6 inches. With compound surface condenser engines, and mild steel engines, her average speed will be 10 knots. Her cylinders are of 17 inch and 36 inch diameter, the length of stroke being 34; and her working pressure 120 lbs. to the square inch. She has main, lower, and bridge decks, and is fitted up with special draughting rooms, for making charts, as well as with all the latest scientific appliances for deep-sea soundings, marine surveying, and so forth. She will be rigged with two masts, and one funnel, and will carry a single screw steam pinace. She is a handsome little vessel, as regards her fittings, and is expected to be turned over to the U. S. Philippine Government in about one month from date. With the exception of patent machinery, the whole of the material required for her construction has been made by the Hongkong and Whampoa Dock Company, at their Kowloon works.

THE CRUISE OF H.M.S. "IMPOSSIBLE."

A NAUTICAL BURLESQUE.

(From a Correspondent.)

Weihaiwei, 2nd October.

It seems to be the general opinion that no performance has yet been given on the China Station or on a war equal to that which Capt. H. M. T. Tudor, and officers, gave permission to be held on the cruiser *Cressy*, last Friday and Saturday. If appreciation is an indication of the merits of the play and play there is no doubt whatever about the piece being a great success. Wellspiced with nautical terms and skits that would be totally foreign to most civilians, but which the men aboard could heartily appreciate, the burlesque, entitled *The Cruise of H.M.S. Impossible*, was carried through with spirit and dash that would be a credit to some of the professional companies engaging their theatre in Hongkong. The burlesque is from the pen of F. S. Wilkin and A. S. Q. Part (late of H.M.S. *Formidable*), and was staged under the directions of a small but energetic committee comprising Lieut. S. D. Blair, R.N., (President), Lieut. N. A. Sullivan, R.N., (stage manager), A. Ward, C.V.S., and L. Evans, writer, (managers), E. Halsdon, bandmaster, (musical director), W. Delaney (stage carpenter), and F. Wooley (scene painter). These were the persons responsible for the many details appertaining to the performance, while the names of those who took the audience for the cruise in the *Impossible* are set out below. On the Friday night a certain number of men from all vessels had the pleasure of going aboard the *Cressy*, and on the Saturday the ship's company extended an invitation to the *Vengeance*. The *Cressy* entertained her guests royally, and considering that it took three launches to transport the men an idea can be formed of the number present. An excellent supper, comprising all good things procurable, was provided, and between 400 and 500 guests, besides their hosts, did justice to it. The *Cressy* and the flagship kindly lent launches to facilitate the transportation of the guests. Of those performing, L. Evans was especially clever in his impersonation of "Captain de Clare," his proper part being that of "Jack Stay A.B.," who, in the course of the burlesque, personates the captain, aided by "Marian Sweetlove," who steals the captain's clothes. On the captain arriving on board, dressed in the suit left for him, viz., that of an able seaman, he is placed under arrest by the pseudo captain, "Jack Stay," who keeps up the role during the remainder of the play. The songs were all rendered with spirit and go, and special mention should be made of W. Bell and C. Anderson in their duets, "All's Well," and "Landlord Watch." Lieut. S. D. Blair gave a very good account of himself in his part, that of "Lieutenant Louder," while L. Evans very naturally acted the rôle of "Captain de Clare," and all the other characters were extremely clever in their respective parts. It would perhaps be unfair to make any further special individual mention, one and all entering into their rôle with commendable spirit and enthusiasm, proving that the management had shown good judgment in the selections made. The entertainment closed just before midnight all the ships' companies cheering each other as the guests were leaving the *Cressy*'s side.

Following is the cast of the play:—
Captain de Clare, R.N., afterwords Jack Stay, A.B.—A. Ward
Jack Stay, A.B., afterwords Captain de Clare, R.N.—L. Evans
Marian Sweetlove, "Nice and Ward of the Clare"—E. Halsdon
Susan Foggles, Servant, and in love with Bunting—J. Corder
Lieut. Louder, R.N., No. 1 of "Impossible"—Lieut. S. D. Blair
Sub-Lieut. Softer, R.N.—Navigating Officer—W. Neale
Tom Steer—Quartermaster—S. Ellis
Ben Strop—Boatswain's Mate—A. Bullen
Joe Jolly—Sergeant R.M.L.I.—T. Wells
Barney Buntline—Extra Ordinary Seaman—W. Worrell
Buntin—Private R.M.L.I.—W. Carson
Captain's Steward—J. W. Carson
Other of the jovial crew, borne on the ship's books of H.M.S. *Impossible* were—B. Harvey, C. Williams, A. Reed, G. Hollis, R. Turner, C. Taylor, E. Butcher, S. Shape, C. Anderson, and W. Bell.

THE JAPANESE AMBASSADOR.

A rumour is current in official circles in London that Viscount Hayashi, the Japanese Ambassador, will leave England for Japan on leave of absence early next year, and that it is unlikely that he will return. The assumption is that his Excellency is to fill some high post in the Government at home. To say that the Viscount will be missed, if the report should prove true, is to underestimate his popularity in the Metropolis. His departure would be a loss, for with the exception of Mr. Choate he is the only member of the diplomatic body who is at all known to the man in the street. Viscount Hayashi was the first Ambassador of Minister in London to become a Freemason, having been initiated by the Lord Chancellor in the Empire Lodge two years ago, and he is at this moment worshipful master of that lodge.

THE "BLACK HAND."

SOCIETY OF ASSASSINS TERRIFY NEW YORK.

The New York police are still unable to trace the "Black Hand" abductors, and the criminal organisation to which they belong continues to terrorise peaceable citizens.

An Italian at New Rochelle, who resisted certain demands of the society, was found murdered on Aug. 28th. His heart had been taken out and cut in two. An Italian, who stabbed a woman in New York during a quarrel on the same day was mobbed and badly beaten before the police came to his rescue; his assailants believing that he belonged to the "Black Hand" gang. Two residents in North Bergen have each been ordered to pay 500 dollars to the society on pain of being put to death. A Brooklyn shoe manufacturer went to the police on Aug. 26th in a state of panic and begged for protection, having received a threat that his premises would be wrecked with dynamite unless he handed over 250 dollars, under prescribed conditions.

SOUTH AFRICAN COOLIES.

The relatives of the coolies who left here for South Africa by the s.s. *Khat* have been made happy during the past few days, says the *P. & T. Times*, by receiving the first instalment of the money that has been allotted to them out of the salaries of their sons, brothers, nephews or the case may be, who are now at work on the Rand mines. A commencement was made on the 10th ult. in paying out the money, and the prompt manner in which it has been paid has had a good effect on the natives here. Those entitled to this remuneration have been furnished with passbooks similar to a saving bank passbook, and on presentation of the sum mentioned tallies with the pay sheets it is immediately paid. The payment of the same money from the coolies who left by the *Swanley* will take place in a few days. In the case of these two ships the coolies have allotted sum varying from \$1.50 to \$7.50, but subsequent emigrants have been restricted to a uniform allotment of \$5. The money is paid out over in Hongkong, from Messrs. Chen Ching-ka's office.

COMMERCIAL.

WEEKLY SHARE REPORT.

In their report of yesterday's date, Messrs. Benjamin, Kelly and Potts state:—

Business transacted during the week has not been very extensive but the market has ruled fairly steady throughout the week and the only important change has been a sharp rise in the quotation of Canton Insurance shares.

Banks.—Hongkong and Shanghai Banks have again been negotiated at \$60 and are in further request. The London rate is unchanged at £67. Nationals are obtainable at \$39.

Marine Insurances.—Unions are in demand at \$10 after sales at the rate. There is no transaction to report in China Traders and the quotation is unaltered at \$61. North Chinas are wanted at the improved rate of Tls. 75. Cantons continue on the rise and have boomed to \$265. Yangtzes are required for at \$124.

Fire insurances.—Hongkong Fires have been placed at \$335. China Fires have again changed hands at \$87 and further shares are asked for at the rate.

Shipping.—Hongkong, Canton and Macao Steamboats have hardened and there are buyers at \$29. Indo-Chinas improved several points on the last quotation and up to \$132 has been paid for shares but the market closes weak at \$131. Douglas Steamships have been bought and more shares can be placed at \$32. Shell Transports are slightly quieter at 25/-.

In other stocks under this heading, there is no change to notice.

Refineries.—China Sugars have further advanced and sales have been effected at \$245, the market closing quiet at \$243. Luzons have inquiries at \$6.

Mining.—Raubs have found buyers at \$63. Chinese Engineering have been dealt in at Tls. 7.

Docks, Wharfs and Godowns.—Hongkong and Whampoa Docks are steady with sales and buyers at \$225. Farnhams have not maintained their position and have been disposed of at weakening rates down to Tls. 176. Kowloon Wharfs remain firm at \$113. Hongkew Wharfs have strengthened their position and are in demand at Tls. 157.

Lands, Hotels and Buildings.—Hongkong Lands have further weakened to \$149 and are offering at the rate. Shanghai Lands are in request at Tls. 112. Hongkong Hotels have improved and have been placed at \$137. Astor House Hotels are steady at \$27 and Hotel des Colonies have changed hands at Tls. 20. Humphreys' Estate are still wanted at \$123.

Cotton Mills.—Are all on offer.

Cigar Companies.—Sumatras have inquiries at Tls. 65. Alhambras have declined to \$100 and are offering.

Miscellaneous.—Green Island Cements are steady at \$31. A. S. Watsons are quoted at \$133 (old) and \$13 (new). Electrics are without business and unchanged. China Providents have buyers at \$92. Geo. Fenwick's have been booked at \$47 and close in demand at \$45. Sales of Bell's Asbestos have been made at \$53. Campbell Moores are wanted at \$40. Steam Waterboats have been sold at \$23 and \$22, at which latter rate shares are in further request. Walkins can be placed at \$92. Steam Laundries are quiet at \$7 for the fully paid scrip; the partly paid shares are wanted at \$33. Langkats have been done at advancing rates up to Tls. 310.

FREIGHT MARKET.

Freights are still advancing owing to the scarcity of tonnage. There have been further improvements in the rates from Saigon to this; three settlements were effected in the course of the week on the basis of:—One at 24 cents per picul and two at 25 cents. An Indo-China steamer (1,776 tons) fetched thirty-two cents per picul from the French port to 1 to 2 ports North Coast Java. \$2.20 has been paid for a single trip to a German steamer of 1,714 tons, Moji to Hongkong.

To-day's Advertisements.

AN OFFICE ASSISTANT (Englishman) experienced Import, Export and Shipping, requires engagement. First-class References.

Apply—
"X. Y. Z."
C/o Hongkong Telegraph.
Hongkong, 8th October, 1904. [1119]

TO LET.
NO. 10, KNOTSFORD TERRACE, KOWLOON.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 8th October, 1904. [1118]

To-day's Advertisements.

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LLOYD, BREMEN.

STEAM FOR

SHANGHAI, NAGASAKI, HIOGO AND

YOKOHAMA.

THE Imperial German Mail Steamship

"PRINCESS ALICE,"

Captain P. Wettin, due here with the outward

German Mail about TUESDAY, at 5 P.M., will

leave for the above places about 12/24 hours

after arrival.

NORDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & Co.,

Agents.

Hongkong, 8th October, 1904. [13]



THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAM FOR

TRAITS, CEYLON, AUSTRALIA, INDIA,

ADEN, EGYPT, MEDITERRANEAN

PORTS: PLYMOUTH AND

LONDON.

(Through Bills of Lading issued for JATAVIA,

PERSIAN GULF, CONTINENTAL, AMERI-

CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"MALTA,"

Captain R. A. Peters, carrying His Majesty's

Mails, will be despatched from this for

ROMBAY, on SATURDAY, the 22nd October,

at Noon, taking Passengers and Cargo for 11

above Ports in connection with the Company's

S.S. *Britannia*, 6,525 tons, from Colombo,

Passengers' accommodation in which vessel is

secured before departure from Hongkong

Silk and Valuables, all Cargo for France,

and Tea for London (under arrangement) will

be transhipped at Colombo into the Mail

steamer proceeding direct to Marseilles and

London; other Cargo for London, etc., will be

conveyed from Bombay by the R.M.S. *Mongolia*,

due in London on the 4th December, 1904.

Parcels will be received at this Office until 4

P.M. the day before sailing. The Contents and

Value of all Packages are required.

For further Particulars, apply to

E. A. NEWETT,

Superintendent.

Hongkong, 8th October, 1904. [14]

EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING,"

Captain Page, will make an EXCURSION

TRIP TO MACAO, on EVERY SUNDAY,

leaving the Company's wharf at the end of

Wing Lok Street, at 8.30 A.M., and returning

from Macao at 7.30 P.M.

The Steamer will lay alongside the S.S.

Perseverance'

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	"JASON"	11th October.
GLASGOW AND LIVERPOOL	"AGAMEMNON"	22nd October.
GLASGOW AND LIVERPOOL	"PYRRHUS"	27th October.
GLASGOW AND LIVERPOOL	"YANGTZE"	29th October.
GLASGOW AND LIVERPOOL	"DARDANUS"	5th November.
GLASGOW AND LIVERPOOL	"NINGCHOW"	11th November.

S.S. "JASON" left Singapore at 5 p.m. on the 6th inst., and is expected here on the 11th, p.m.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"PATROCLUS"	11th October.
* GENOA, MARSEILLES & L'POOL	"ACHILLES"	22nd October.
LONDON, AMSTERDAM & ANTWERP	"PINGSUEY"	25th October.
LONDON, AMSTERDAM & ANTWERP	"MACHAON"	8th November.
LONDON, AMSTERDAM & ANTWERP	"JASON"	22nd November.
* GENOA, MARSEILLES & L'POOL	"AGAMEMNON"	22nd November.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"YANGTZE"	1st November.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 8th October, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WOOSUNG"	10th October.
MANILA	"TEAN"	11th "
AMOI, MANILA, ILOILO and CEBU	"SUNGKIANG"	11th "
SHANGHAI	"KWEIYANG"	12th "
NINGPO and SHANGHAI	"WHAMPOA"	12th "
SWATOW, CHEFOO and TIENTSIN	"CHIEH"	14th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	27th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily
qualified Surgeon is carried.† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 8th October, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardsess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (direct)	SATURDAY, 15th Oct., at 10 A.M.
RUBI	2540	R. W. Almond	"	SATURDAY, 22nd Oct., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 8th October, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship.	Tons.	Captain.	To Sail on
"NICOMEDIA"	4,370	Wagner	October 10th, 1904.
"NUMANTIA"	4,370	"	October 27th, "
"ARABIA"	4,483	Bable	November 19th, "
"ARAGONIA"	5,198	Schuldt	December 13th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

[5]

SPECIAL OLD TOM GIN.

Marshall and
Elvy's

Satinette

DOUBLY DISTILLED
AND OF
MATURED AGE.TO BE OBTAINED FROM—
THE MUTUAL STORES,
Des Vaux Road.
Hongkong, 11th May, 1904.

HONGKONG-CANTON LINE.

THE British Steamship

"YING-KING"

Captain E. I. Page, of 1,088 tons, Registered,
is the newest, fastest, and most luxuriously fur-
nished steamer on the line and is lighted
throughout with Electricity; hot and cold water
service. The cuisine is unexcelled.Leaving Hongkong every MONDAY,
WEDNESDAY and FRIDAY EVENING,
at 9 P.M. and returning from Canton every
following evening at 5 P.M.1st Class, \$3.00 for Single Journey.
2nd " 1.50 "
| Meals | 1.00 each. |
The steamer's wharf is at the Western end
of Wing Lok Street.YUK ON S.S. CO., LD.,
No. 215, Wing Lok Street.WENDT & CO.,
Canton Agents.

[608]

Hongkong, 24th June, 1904.

[1041]

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.

From 1st January, 1904.

ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Daily qualified Surgeon carried.BUTTERFIELD & SWIRE,
Agents.

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons	Captain
"KWONG CHOW" 1,309	J. P. MARTIN.
"KWONG TUNG" 1,328	H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every
Evening (Saturday excepted).
Leave Canton for Hongkong about 5 o'clock
Every Evening (Sunday excepted).These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.Passage Fare—Single Journey \$4
Meals (Each) 1The Company's Wharf is a Short Distance
West of the Harbour Master's Office.SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 17th February, 1904. [781]

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

1904. About

"HINDUSTAN" 10th October.

"ST. HUGO" 18th November.

For Freight and further Information, apply
toDODWELL & Co., LIMITED,
Agents.

Hongkong, 5th October, 1904.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship

"NAMSANG"

Capt. Geo. Payne, will be despatched as above,
on TUESDAY, the 11th instant, at 5 P.M.For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 4th October, 1904. [1106]

NAVIGAZIONE GENERALE ITALIANA,
(Florio and Rubattino United Companies).STEAM FOR
BOMBAY VIA SINGAPORE AND
PENANG.Having connection with Company's Mail
Steamers to ADEN, SUEZ, PORT SAID,
MESSINA, NAPLES, LEGHORN
and GENOA.

ALSO

VENICE and TRIESTE, all MEDITER-
RANEAN, ADRIATIC, LEVANTINE,
and SOUTH AMERICAN PORTS
up to CALLAO.Taking Cargo at through Rates to PERSIAN
GULF and BAGDAD, also BARCE-
LONA, VALENZA, ALICANTE,
ALMERIA and MALAGA.

THE Steamship

"CAPRI"

Capt. Belsito, will be despatched as above, on
THURSDAY, the 13th instant, at Noon.At BOMBAY, the Steamer is discharging in
VICTORIA DOCK.For further Particulars regarding Freight
and Passage, apply toCARLOWITZ & Co.,
Agents.

Hongkong, 6th October, 1904. [1114]

AMERICAN ASIATIC STEAM-
SHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"CLAVERBURN"

Captain Parker, will be despatched for the
above Port, on or about TUESDAY, the 18th
October.For Freight, apply to
SHEWAN, TOMES & Co.,
General Agents.

Hongkong, 15th September, 1904. [1028]

DAMPFSCHIFFS RHEDEREI "UNION"
ACTIEN GESELLSCHAFT,
HAMBURG.

FOR NEW YORK.

THE Steamship

"ALBENGA"

Captain Petersen, will be despatched for the
above Port on or about WEDNESDAY, the
26th instant.For Freight, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, 4th October, 1904. [1109]

Mails.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS—POSTE—FRANCAIS.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY, CALCUTTA,
BOMBAY, ADEN, DJIBOUTI, EGYPT,
MARSEILLES, MEDITERRANEAN AND
BLACK SEA PORTS, LONDON,
HAVRE, BORDEAUX;
ALSO;
PORTS OF BRAZIL AND RIVER PLATE.ON TUESDAY, the 18th October, at
1 P.M., the Company's Steamship
"SALAZIE" Captain Nègre, with Mail,
Passengers, Specie and Cargo, will leave
this Port for MARSEILLES, via Ports of
Call, WITHOUT TRANSHIPMENT.This Steamer connects at COLOMBO with
the Australian Line S.S. *Caladon* bound for
MARSEILLES via BOMBAY and ADEN.Cargo and Specie will be registered for Lon-
don as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.Shipping Orders will be granted till NOON
only on MONDAY, the 17th October, Specie
and Parcels received until 4 P.M. on the same
day. No Cargo will be received on board on
TUESDAY.Parcels are not to be sent on board; they
must be left at the Agency's Office. Contents
and Value of Packages are required.For further Particulars, apply at the Com-
pany's Office.L. BRIDOU,
Acting Agent.

Hongkong, 5th October, 1904. [9]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA,
via

MOJI, KOBE AND YOKOHAMA.

Steamers.

Tons.

Captains.

Sailing.

Lyra 4,417 G. V. Williams Oct. 20

Hyades 3,753 Geo. Wright ...

Phelades 3,753 F. G. Purinton ...

Tremont 9,606 T. W. Garlick ...

† Cargo only.

Steamers marked (*) have no second-class
passenger accommodation.

FOR MANILA.

The largest, steadiest, and most comfortable
steamer for Manila.CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.The twin-screw s.s. *Shawmut* and *Tremont*
have just been fitted with very superior accom-
modation for first and second class passengers.
The large size of these vessels ensures steady-
ness at sea. Electric fan in each room.Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further Information, apply to

DODWELL & Co., LIMITED.

General Agents.

Queen's Buildings.

Hongkong, 7th October, 1904. [12]

For Sale.

FOR SALE.

INCANDESCENT
GASOLINE
LAMPSOF ALL DESCRIPTIONS,
from the best makers.INCANDESCENT
MANTLES,
CHIMNEYS,
GLOBES,
SHADES, &c.,
for
GASOLINE AND GAS
LAMPS
at the most moderate
prices.Lamps fixed up for
Buyers free of charge.Naphtha of the best
kind kept in stock.TAI KOWNG CO.,
56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904. [51]

INCANDESCENT
GASOLINE
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Hongkong, 2nd May, 1904. [51]

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Buyers free of charge.Naphtha of the best
kind kept in stock.TAI KOWNG CO.,
56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904. [51]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
"COROMANDEL,"
FROM BOMBAY, COLOMBO AND
STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex S.S. *Oceana*.From Australia, ex S.S. *Marmora*.From Calcutta, ex S.S. *Palma*.From Persian Gulf, &c., ex B. I. S. N. and
B. & P. S. N. Co.'s Steamers.Optional Goods will be landed here unless
instructions are given to the contrary before
5 P.M., TO-DAY.Goods not cleared by the 13th instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.No Claims will be admitted after the Goods
have left the Godowns.E. A. HEWETT,
Superintendent.

Hongkong, 6th October, 1904. [1]

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"COPTIC."

The above Steamer having arrived, Consig-
nees of Cargo are hereby requested to send in
their Bills of Lading for countersignature, and
to take immediate delivery of their Goods from
alongside.Cargo impeding discharge and undelivered
by MONDAY, the 10th instant, at 5 P.M., will
be landed and stored at Consignees' risk and
expense.

No Fire Insurance will be effected.

E. W. TILDEN,
Agent.

Hongkong, 7th October, 1904. [1]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"MANCHURIA."

are hereby notified that their Goods are at
their risk being discharged into Lighters and/or
landed into our Godowns Nos. 1 and 2, at
Kennedy Town; (Marine Lot 24), and delivery
may be had either from Lighters or from our
Godowns upon countersignature of Bills of
Lading.Goods remaining unclaimed after 10th
instant will be subject to rent.All Claims must be sent in to me on or
before the 13th instant or they will not be
recognised.

No Fire Insurance has been effected.

E. W. TILDEN,
Agent.

Hongkong, 4th October, 1904. [1]

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Company's Steamship

"INDRAWADI"

Intimations.

HONGKONG-MACAO LINE.

S.S. "WING CHAI"
Captain T. Austin, R.N.R.

THIS Steamer departs from Hongkong on Week Days at 7.30 A.M. and on Sundays at 8.30 A.M. Departs from Macao on Week Days at 1 P.M. and on Sundays at 7.30 P.M.

FARES—Week Days: 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; 2nd Class, \$1.50; 3rd Class, 50 cents.

Every Sunday will be an Excursion, at the following rates: 1st and 2nd Class, Single Ticket, \$1; Return, \$2; 3rd Class, Single, 30 cents, Return, 50 cents; Stewards, 20 cents.

TIPPIFF and DINNER can be supplied either on board, or at the Macao Hotel, for returning passengers only, at an extra charge of \$1.

On Sundays, passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged \$3 extra.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer will shortly be lit throughout by Electricity.

The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

MING ON & Co.,
2nd Floor, No. 16, Victoria Street.
Hongkong, 6th October, 1904.

THE CHINA AND JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE.

SUBSCRIPTIONS.

PAYABLE QUARTERLY IN ADVANCE.

EXCHANGE LINES: \$25 Per Quarter.

NO CHARGE FOR INITIAL INSTALLATION.

DESK TELEPHONES

For a small additional annual charge Desk Sets can be supplied.

ELECTRIC SUPPLIES.

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

SWITCHES,

TELEPHONES,

WIRE,

&c., &c., &c.

SEND FOR PRICE LISTS.

ELECTRIC BELL INSTALLATIONS.

Estimates given for all kinds of Electrical Work.

ADDRESS: 2, ICE HOUSE ROAD.

W. STUART HARRISON,
A.M.I.C.E.,
Manager.

Hongkong, 12th April, 1904.

Shipping.

Vessels in Port.

Arrivals.

Departures.

Shipping Report.

Shipping Report.

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Shipping.

ARRIVALS.

Hongkong, Fr. s.s. 742, Suzoni, 7th Oct.,
Haiphong via Hoihow 4th Oct., Rice and
Gen.—A. F. M.

Hopson, Br. s.s. 1,319, Jar. M. Hay, 7th
Oct.—Samarang 29th Sept., Sugar.—J. M. & Co.

Rajaburi, Ger. s.s. 1,300, D. Reimers, 8th Oct.,
—Pangkok 2nd Oct., Rice.—B. & S.

Teau, Br. s.s. 1,346, A. Bommer, 7th Oct.,
—Manila 4th Oct., Gen.—B. & S.

Meefoo, Ch. s.s. 1,321, J. Whitehead, 7th Oct.,
—Shanghai 4th Oct., Gen.—C. M. S. N. Co.

Karin, Swed. s.s. 697, G. Peterson, 7th Oct.,
—Saigon 1st Oct., Pled.—S. W. & Co.

Kwangtshai, Ch. s.s. 1,336, W. H. Lunt, 8th
Oct.—Canton 7th Oct., Gen.—C. M. S. N. Co.

Woosung, Br. s.s. 1,126, M. Dawson, 8th
Oct.—Canton 7th Oct., Gen.—B. & S.

Rinaldo, Br. sloop, 680, D. St. A. Wake, 8th
Oct.—Singapore 1st Oct.

Themis, Nor. s.s. 1,200, T. Thomassen, 8th
Oct.—Kobe and Moli 3rd Oct., Coal and
Gen.—Pang Kee.

Petrarch, Ger. s.s. 1,252, Ch. Ahrens, 8th
Oct.—Moji 2nd Oct., Coal.—S. W. & Co.

Orange, Nor. s.s. 1,001, Joh. Dannevig, 8th
Oct.—Bangkok 30th Sept., Rice and Meal.
—S. W. & Co.

Triumph, Ger. s.s. 769, A. Hansen, 8th Oct.,
—Poochow via Amoy and Swatow 7th
Oct., Gen.—O. S. K.

Vengeance, H.M.S. battleship, L. Stuart, c.m.o.
8th Oct.—Wei-hai-wei 2nd Oct.

Clearances at the Harbour Office.

Carl Menzell, Ger. s.s. 884, Voss, 2nd Oct.,
—Hongkong 30th Sept., Coal.—E. A. T. Co.

Coptic, Br. s.s. 2,744, F. H. Armstrong, R.N.R.,
7th Oct.—San Francisco 8th Sept., Honolu-
lulu 15th, Yokohama 28th Sept. and
Nagasaki 1st Oct. and Shanghai 4th,
Mails and Gen.—O. S. S. Co.

Devawongse, Ger. s.s. 1,058, Ch. Kumpel, 2nd
Oct.—Bangkok 24th Sept. and Swatow
1st Oct., Rice and Timber.—B. & S.

Elg, Nor. s.s. 708, Christophersen, 30th Sept.,
—Hilo 25th Sept., Gen.—S. W. & Co.

Empress of China, Br. s.s. 3,046, E. Beetham,
R.N.R., 27th Sept.—Vancouver, B.C., 5th
Sept. and Shanghai 24th, Mails and Gen.
—C. P. R. Co.

Frithjof, Nor. s.s. 891, H. A. Haraldsen, 6th
Oct.—Tamsui via Amoy and Swatow 5th
Oct., Gen.—O. S. K.

Giang Bee, Br. s.s. 1,198, J. D. Follett, 4th
Oct.—Samarang (Java) 26th Sept., Gen.—
Chinese.

Heimdal, Nor. s.s. 761, T. A. Johnson, 6th
Oct.—Swatow 5th Oct., Gen.—D. & Co.
Ld.

Laertes, Br. s.s. 1,341, J. B. Jackson, 1st Oct.,
—Saigon 26th Sept., Meal and Rice.—
Chinese.

Lilia, Br. s.s. 1,831, E. Morris, 28th Sept.,
—Saigon 23rd Sept., Gen.—Yang Sang & Co.

Machew, Ger. s.s. 996, H. Harjes, 6th Oct.,
—Bangkok 28th Sept. and Kolschich 29th,
Gen.—B. & S.

Madura, Br. s.s. 2,931, F. Kerr, 3rd Oct.,
—Kuchinotzu 28th Sept., Coals.—D. & Co.
Ld.

Mathilde, Ger. s.s. 678, G. Schlaikier, 5th
Oct.—Touane and Hoihow 3rd Oct., Gen.
and Coals.—J. & Co.

Mausang, Br. s.s. 1,644, S. J. Payne, 24th Sept.,
—Sandakan 18th Sept., Timber.—J. M. & Co.

Manchuria, Am. s.s. 8,750, J. W. Saunders,
4th Oct.—San Francisco 30th Aug. and
Manila 1st Oct., Mails and Gen.—P. M.
S. S. Co.

Nam Sang, Br. s.s. 2,591, Geo. Payne, 3rd
Oct.—Calcutta via Penang and Singapore
17th Sept., Gen.—J. M. & Co.

Nanshan, Br. s.s. 1,290, E. F. Stovell, 3rd
Oct.—Kuchinotzu 28th Sept., Coal.—M.
B. K.

Nicomedia, Ger. s.s. 466, A. Wagner, 26th
Sept.—Portland, Ore. 31st Aug., Flour—
P. & A. S. S. Co.

Paklat, Ger. s.s. 1,018, Domes, 5th Oct.,
—Bangkok 28th Sept., Rice and Wood.—B.
& S.

Suisang, Br. s.s. 1,776, V. Mc. C. Liddell, 3rd
Oct.—Samarang 23rd Sept., Sugar.—J.
M. & Co.

Sungking, Br. s.s. 1,021, J. Robinson, 6th
Oct.—Cebu 2nd Oct., Gen.—B. & S.

Thales, Br. s.s. 820, E. S. C. Mwe, 7th Oct.,
—Swatow 6th Oct., Gen.—D. L. & Co.

Passengers departed.

Per *Longway*, for Manila—Messrs. Paul
S. Black, Li Lan, Ku Sham, Tun Sun Ni and
Aug Tiao Sun.

Per *Tremont*, for Shanghai—Messrs. F.
Ribeiro, P. Souleight and 2 children, Capt.
and Mrs. Douglas, A.O.D., Messrs. O. V.
Thomas, A. C. Boughton, Comdr. A. C. Baker,
Lieut. J. C. Sweet, F. C. Jones, F. Bauer,
Brant, W. Sand, J. Stutz, J. Shellenhamer and
Mrs. T. C. Lebo. For Moji—Mr. A. McKirdy,
and Mrs. H. Arty. For Kobe—Mr. A. McKirdy,
J. D. Auld and child, Mr. Menami, Capt. F. L.
Parker, and Capt. F. M. Caldwell. For
Yokohama—Lieut. C. F. Westcott and W. A.
Howard. For U.S.A.—Mr. and Mrs. T. W.
Blain, Mrs. L. R. Morgan, Messrs. Paul Schen-
necker, Henry Mead, Chas. Bindon, J. J.
Long, J. F. Scouler, C. W. O'Brien, C. E.
Kendall, Dr. Karl Jahrling, Mr. V. Jahrling,
Mrs. B. Clarke, Mr. Robert M. McWade, Miss
McWade, Mr. and Mrs. Wong Gee Yuen,
Messrs. Dong Sing, Lee Tun, Lim Yai, Mrs.
Tang She, Ng She, and Mrs. Chang She.

Per *Binalat*, from Yokohama for London—
Miss M. R. Lloyd. From Shanghai for London
—Comdr. T. F. Smythe, Mr. Lieut. Col. and
Mrs. E. C. Macleod, and Col. and Mrs. S. A.
Dav. For Marseilles—Mr. W. B. Sloan. For
Bombay—Mr. E. M. Cohen. For Colombo—
Mr. E. G. Jordan. For Singapore—Mr. Bate,
and Mr. and Mrs. A. Pountney. From Hong-
kong—Mr. P. Deacon, R.N. For Singapore—
Mr. C. S. Downs.

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Vessels in Port.

ARRIVALS.

Agincourt, Br. s.s. 2,876, J. E. Watson, 3rd
Oct.—Hainan 1st Oct., Sand and Water.
—Order.

Auchenard, Br. s.s. 2,351, R. Bryce, 4th Oct.,
—Moji 28th Sept., Coal.—M. B. K.

Athenian, Br. s.s. 2,440, S. Robinson, 28th
Sept.—Vancouver, B.C. 29th Aug. and
Shanghai 25th Sept., Gen.—C. P. R. Co.

Borneo, Ger. s.s. 1,344, E. Mohle, 1st Oct.,
—Sandakan 27th Sept., Timber and Gen.—
M. & Co.

Capri, Ital. s.s. 2,783, G. Belisio, 5th Oct.,
—Bombay 19th Sept. and Singapore 29th,
Gen.—C. & Co.

Carl Menzell, Ger. s.s. 884, Voss, 2nd Oct.,
—Hongkong 30th Sept., Coal.—E. A. T. Co.

Coptic, Br. s.s. 2,744, F. H. Armstrong, R.N.R.,
7th Oct.—San Francisco 8th Sept., Honolu-
lulu 15th, Yokohama 28th Sept. and
Nagasaki 1st Oct. and Shanghai 4th,
Mails and Gen.—O. S. S. Co.

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Oct.—Bangkok 24th Sept. and Swatow
1st Oct., Rice and Timber.—B. & S.

Elg, Nor. s.s. 708, Christophersen, 30th Sept.,
—Hilo 25th Sept., Gen.—S. W. & Co.

Empress of China, Br. s.s. 3,046, E. Beetham,
R.N.R., 27th Sept.—Vancouver, B.C., 5th
Sept. and Shanghai 24th, Mails and Gen.
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Frithjof, Nor. s.s. 891, H. A. Haraldsen, 6th
Oct.—Tamsui via Amoy and Swatow 5th
Oct., Gen.—O. S. K.

Giang Bee, Br. s.s. 1,198, J. D. Follett, 4th
Oct.—Samarang (Java) 26th Sept., Gen.—
Chinese.

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Oct.—Swatow 5th Oct., Gen.—D. & Co.
Ld.

Laertes, Br. s.s. 1,341, J. B. Jackson, 1st Oct.,
—Saigon 26th Sept., Meal and Rice.—
Chinese.

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—Saigon 23rd Sept., Gen.—Yang Sang & Co.

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—Bangkok 28th Sept. and Kolschich 29th,
Gen.—B. & S.

Madura, Br. s.s. 2,931, F. Kerr, 3rd Oct.,
—Kuchinotzu 28th Sept., Coals.—D. & Co.
Ld.

Mathilde, Ger. s.s. 678, G. Schlaikier, 5th
Oct.—Touane and Hoihow 3rd Oct., Gen.
and Coals.—J. & Co.

Mausang, Br. s.s. 1,644, S. J. Payne, 24th Sept.,
—Sandakan 18th Sept., Timber.—J. M. & Co.

Manchuria, Am. s.s. 8,750, J. W. Saunders,
4th Oct.—San Francisco 30th Aug. and
Manila 1st Oct., Mails and Gen.—P. M.
S. S. Co.

Nam Sang, Br. s.s. 2,591, Geo. Payne, 3rd
Oct.—Calcutta via Penang and Singapore
17th Sept., Gen.—J. M. & Co.

Nanshan, Br. s.s. 1,290, E. F. Stovell, 3rd
Oct.—Kuchinotzu 28th Sept., Coal.—M.
B. K.

Nicomedia, Ger. s.s. 466, A. Wagner, 26th
Sept.—Portland, Ore. 31st Aug., Flour—
P. & A. S. S. Co.

Paklat, Ger. s.s. 1,018, Domes, 5th Oct.,
—Bangkok 28th Sept., Rice and Wood.—B.
& S.

Suisang, Br. s.s. 1,776, V. Mc. C. Liddell, 3rd
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M. & Co.

Sungking, Br. s.s. 1,021, J. Robinson, 6th
Oct.—Cebu 2nd Oct., Gen.—B. & S.

Thales, Br. s.s. 820, E. S. C. Mwe, 7th Oct.,
—Swatow 6th Oct., Gen.—D. L. & Co.

Departures.

Per *Longway*, for Manila—Messrs. Paul
S. Black, Li Lan, Ku Sham, Tun Sun Ni and
Aug Tiao Sun.

Per *Tremont*, for Shanghai—Messrs. F.
Ribeiro, P. Souleight and 2 children, Capt.
and Mrs. Douglas, A.O.D., Messrs. O. V.
Thomas, A. C. Boughton, Comdr. A. C. Baker,
Lieut. J. C. Sweet, F. C. Jones, F. Bauer,
Brant, W. Sand, J. Stutz, J. Shellenhamer and
Mrs. T. C. Lebo. For Moji—Mr. A. McKirdy,
and Mrs. H. Arty. For Kobe—Mr. A. McKirdy,
J. D. Auld and child, Mr. Menami, Capt. F. L.
Parker, and Capt. F. M. Caldwell. For
Yokohama—Lieut. C. F. Westcott and W. A.
Howard. For U.S.A.—Mr. and Mrs. T. W.
Blain, Mrs. L. R. Morgan, Messrs. Paul Schen-
necker, Henry Mead, Chas. Bindon, J. J.
Long, J. F. Scouler, C. W. O'Brien, C. E.
Kendall, Dr. Karl Jahrling, Mr. V. Jahrling,
Mrs. B. Clarke, Mr. Robert M. McWade, Miss
McWade, Mr. and Mrs. Wong Gee Yuen,
Messrs. Dong Sing, Lee Tun, Lim Yai, Mrs.
Tang She, Ng She, and Mrs. Chang She.

Per *Binalat*, from Yokohama for London—
Miss M. R. Lloyd. From Shanghai for London
—Comdr. T. F. Smythe, Mr. Lieut. Col. and
Mrs. E. C. Macleod, and Col. and Mrs. S. A.
Dav. For Marseilles—Mr. W. B. Sloan. For
Bombay—Mr. E. M. Cohen. For Colombo—
Mr. E. G. Jordan. For Singapore—Mr. Bate,
and Mr. and Mrs. A. Pountney. From Hong-
kong—Mr. P. Deacon, R.N. For Singapore—
Mr. C. S. Downs.

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Agincourt, Br. s.s. 2,876, J. E. Watson, 3rd
Oct.—Hainan 1st Oct., Sand and Water.
—Order.

Auchenard, Br. s.s. 2,351, R. Bryce, 4th Oct.,
—Moji 28th Sept., Coal.—M. B. K.

Athenian, Br. s.s. 2,440, S. Robinson, 28th
Sept.—Vancouver, B.C. 29th Aug. and
Shanghai 25th Sept., Gen.—C. P. R. Co.

Borneo, Ger. s.s. 1,344, E. Mohle, 1st Oct.,
—Sandakan 27th Sept., Timber and Gen.—
M. & Co.

Capri, Ital. s.s. 2,783, G. Belisio, 5th Oct.,
—Bombay 19th Sept. and Singapore 29th,
Gen.—C. & Co.

Carl Menzell, Ger. s.s. 884, Voss, 2nd Oct.,
—Hongkong 30th Sept., Coal.—E. A. T. Co.

Coptic, Br. s.s. 2,744, F. H. Armstrong, R.N.R.,
7th Oct.—San Francisco 8th Sept., Honolu-
lulu 15th, Yokohama 28th Sept. and
Nagasaki 1st Oct. and Shanghai 4th,
Mails and Gen.—O. S. S. Co.

Devawongse, Ger. s.s. 1,058, Ch. Kumpel, 2nd
Oct.—Bangkok 24th Sept. and Swatow
1st Oct., Rice and Timber.—B. & S.

Elg, Nor. s.s. 708, Christophersen, 30th Sept.,
—Hilo 25th Sept., Gen.—S. W. & Co.

Empress of China, Br. s.s. 3,046, E. Beetham,
R.N.R., 27th Sept.—Vancouver, B.C., 5th
Sept. and Shanghai 24th, Mails and Gen.
—C. P. R. Co.

Frithjof, Nor. s.s. 891, H. A. Haraldsen, 6th
Oct.—Tamsui via Amoy and Swatow 5th
Oct., Gen.—O. S. K.

Giang Bee, Br. s.s. 1,198, J. D. Follett, 4th
Oct.—Samarang (Java) 26th Sept., Gen.—
Chinese.

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Oct.—Swatow 5th Oct., Gen.—D. & Co.
Ld.

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—Saigon 26th Sept., Meal and Rice.—
Chinese.

Lilia, Br. s.s. 1,831, E. Morris, 28th Sept.,
—Saigon 23rd Sept., Gen.—Yang Sang & Co.

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—Bangkok 28th Sept. and Kolschich 29th,
Gen.—B. & S.

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—Kuchinotzu 28th Sept., Coals.—D. & Co.
Ld.

Mathilde, Ger. s.s. 678, G. Schlaikier, 5th
Oct.—Touane and Hoihow 3rd Oct., Gen.
and Coals.—J. & Co.

Mausang, Br. s.s. 1,644, S. J. Payne, 24th Sept.,
—Sandakan 18th Sept., Timber.—J. M. & Co.

Manchuria, Am. s.s. 8,750, J. W. Saunders,
4th Oct.—San Francisco 30th Aug. and
Manila 1st Oct., Mails and Gen.—P. M.
S. S. Co.

Nam Sang, Br. s.s. 2,591, Geo. Payne, 3rd
Oct.—Calcutta via Penang and Singapore
17th Sept., Gen.—J. M. & Co.

Nanshan, Br. s.s. 1,290, E. F. Stovell, 3rd
Oct.—Kuchinotzu 28th Sept., Coal.—M.
B. K.

Nicomedia, Ger. s.s. 466, A. Wagner, 26th
Sept.—Portland, Ore. 31st Aug., Flour—
P. & A. S. S. Co.

Paklat, Ger. s.s. 1,018, Domes, 5th Oct.,
—Bangkok 28th Sept., Rice and Wood.—B.
& S.

Suisang, Br. s.s. 1,776, V. Mc. C. Liddell, 3rd
Oct.—Samarang 23rd Sept., Sugar.—J.
M. & Co.

Sungking, Br. s.s. 1,021, J. Robinson, 6th
Oct.—Cebu 2nd Oct., Gen.—B. & S.

Thales, Br. s.s. 820, E. S. C. Mwe, 7th Oct.,
—Swatow 6th Oct., Gen.—D. L. & Co.

Departures.

Per *Longway*, for Manila—Messrs. Paul
S. Black, Li Lan, Ku Sham, Tun Sun Ni and
Aug Tiao Sun.

Per *Tremont*, for Shanghai—Messrs. F.
Ribeiro, P. Souleight and 2 children, Capt.
and Mrs. Douglas, A.O.D., Messrs. O. V.
Thomas, A. C. Boughton, Comdr. A. C. Baker,
Lieut. J. C. Sweet, F. C. Jones, F. Bauer,
Brant, W. Sand, J. Stutz, J. Shellenhamer and
Mrs. T. C. Lebo. For Moji—Mr. A. McKirdy,
and Mrs. H. Arty. For Kobe—Mr. A. McKirdy,
J. D. Auld and child, Mr. Menami, Capt. F. L.
Parker, and Capt. F. M. Caldwell. For
Yokohama—Lieut. C. F. Westcott and W. A.
Howard. For U.S.A.—Mr. and Mrs. T. W.
Blain, Mrs. L. R. Morgan, Messrs. Paul Schen-
necker, Henry Mead, Chas. Bindon, J. J.
Long, J. F. Scouler, C. W. O'Brien, C. E.
Kendall, Dr. Karl Jahrling, Mr. V. Jahrling,
Mrs. B. Clarke, Mr. Robert M. McWade, Miss
McWade, Mr. and Mrs. Wong Gee Yuen,
Messrs. Dong Sing, Lee Tun, Lim Yai, Mrs.
Tang She, Ng She, and Mrs. Chang She.

Per *Binalat*, from Yokohama for London—
Miss M. R. Lloyd. From Shanghai for London
—Comdr. T. F. Smythe, Mr. Lieut. Col. and
Mrs. E. C. Macleod, and Col. and Mrs. S. A.
Dav. For Marseilles—Mr. W. B. Sloan. For
Bombay—Mr. E. M. Cohen. For Colombo—
Mr. E. G. Jordan. For Singapore—Mr. Bate,
and Mr. and Mrs. A. Pountney. From Hong-
kong—Mr. P. Deacon, R.N. For Singapore—
Mr. C. S. Downs.

Shipping Report.

Shipping Report.

Shipping Report.</

Intimation.

CHAZALON & CO.

WINE AND SPIRIT MERCHANTS,
AND
GENERAL STOREKEEPERS.

(SUCCESSORS TO G. GIRAULT)

6, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong Public that, as we are supplied with WINES and SPIRITS direct from the *Growners* in France, we are in a position to supply these requisites of the *best quality* and at the *lowest possible prices*, thus defying competition.

EXCEPTIONAL SAMPLE OFFERS.

Offers are made of Sample Cases of a dozen quart bottles each, containing the following:—

- 3 qt. bots. Bordeaux.
- 3 " " Beaujolais (Burgundy).
- 3 " " Vin Rose.
- 3 " " Pommard (Superior Burgundy).

at the exceptional price of \$12 per case.

CHAMPAGNE.

Important contracts having been entered into with Messrs. Moët and Chandon, of France, we are enabled to supply CHAMPAGNE of this Brand at the following advantageous prices:—

Mousseux Blue Seal	Moët & Chandon	\$38 per doz. qt.
White Star	"	42 " " "
Brut Imperial	"	50 " " "

ALSO TRY OUR
BLACK AND WHITE WHISKY.



BUCHANAN BLEND \$12.50 per Case. BLACK AND WHITE \$16.50 per Case.
ROYAL HOUSEHOLD \$20.50 per Case.

ARQUEBUSADE WATER

OF THE

HERMITAGE OF THE MARIST BROTHERS;
OR IMPROVED VULNERARY LIQUOR.

Invigorating, Stimulating, Hygienic, Aromatic, of an acknowledged and quite exceptional efficacy.

The Arquebusade Water, known and appreciated throughout the greater part of France and abroad, justifies more and more the great fame it has acquired.

USE OF THE ARQUEBUSADE WATER.

INTERNALLY.—From two to three spoonfuls in a glass of cold water, pure or sweetened, after falls, bruises, cuts, fractures, luxation, tearing of tissues, faintings, burnings, swoons, plague and cholera. For the last two cases it must be taken pure, six spoonfuls at a time. Experience justifies its efficacy as a preventive remedy against mortification and quimsy. The dose may be repeated several times a day.

The same dose, in a glass of hot and sugared water, instantly removes the fatigue of either a journey or a walk, is a great appetizer and often prevents colds.

Taken in an infusion of melissa, hyssop, ground-ivy, or violets, it is an efficacious remedy against gripes, difficult digestion, pains in the stomach, &c.

Taken pure after meals it is salutary to old people by warming their stomach, rendered cold by age, and accelerates digestion; but it is less suited to nervous persons and children to whom it must never be given without being well diluted with water.

EXTERNALLY.—It is a capital remedy against sprains, cuts, bruises, excoriation, burnings, fractures, any fresh wound, danger of mortification, heating of the feet, irritation of the skin after a walk.

Whenever it is possible rub hard with this liquid. A compress is saturated with it and applied on the affected part which is kept moistened by sprinkling it with this Water.

In case of wounds, after the dressing made with the Arquebusade Water, sprinkle the compress with a mixture of the Liquor and fresh water in equal parts.

It is also very advantageously used in frictions and in compresses used in headache, rheumatic and neuralgic complaints. For these last it is good to warm somewhat the liquid before being applied.

The ARQUEBUSADE WATER is of public interest, approved and recommended by the most eminent physicians of France, commends itself to all those who are anxious about their health in these countries where plague and cholera make often dreadful havoc.

PRICE:

The Litre \$5.00
The Half-Litre 2.50

CHAZALON & CO.,

Sole Agents for Hongkong, China and Japan.

Hongkong, 19th September, 1904.

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SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.		
BANKS.							
Hongkong & Shanghai Banking Corporation	80,000	\$175	\$125	\$10,000,000 \$7,000,000 \$250,000	\$1,492,554	{ Div. of £1.10/- @ exchange 1/9 15/16 } { \$16.41 for first half-year 1904..... }	{ \$650 buyers London £ 67 }
National Bank of China, Limited.....	99,925	£7	£7	\$175,533 \$191,973	\$21,668	\$2 (London 3/6) for 1903	5 1/2 % \$39 sellers
MARINE INSURANCES.							
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000 \$569,143 \$784,444 \$906,872 \$900,000	\$1,959,926	\$32 for 1902	5 % \$610 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$151,992 \$331,342 \$322,134	Nil.	\$4 for year ended 30.4.1903	6 1/2 % \$61
North China Insurance Company, Limited	10,000	£15	£5	Tls. 500,000 Tls. 31,850	Tls. 271,589	Interim of 10/- a/c 1903	..... Tls. 75 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000 \$37,794	\$186,284	\$12 for 1902	9 1/2 % \$142 1/2 buyers
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,300,000 \$50,000	\$110,551	\$15 for 1902	5 1/2 % \$265
FIRE INSURANCES.							
Hongkong Fire Insurance Company, Limited.....	8,000	\$250	\$50	\$1,170,288 \$1,000,000	\$371,110	\$22 1/2 for 1902.....	6 1/2 % \$335 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$125,675 \$2,561	\$329,047	\$6 dividend & \$1 bonus for 1902	8 % \$87 buyers
SHIPPING, TUG AND CARGO BOATS.							
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$250,000 \$100,000 \$157,555	\$16,362	\$1 1/2 for first half-year 1904	10 1/2 % \$29 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£205,000 £100,000	£5,853	10/- for 1903	5 % \$131
China and Manila Steamship Company, Limited.....	30,000	\$50	\$50	none	Dr. \$63,123	\$5 for 1900.....	..... \$25 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000 \$80,035	Nil.	\$3 for year ended 30.6.1903	6 1/2 % \$32 buyers
"Star" Ferry Company, Limited.....	10,000	\$10	\$5	\$50,000 \$15,093	\$1,287	{ \$1.80 & b. 40 cts } { \$0.90 & b. 20 cts. } for year ending 30.4.04	{ 5 1/2 % 3 1/2 % }
Straits Steamship Company, Limited	5,000	\$100	\$100	\$400,000 \$21,075 \$18,000 \$130,153	\$33,648	\$5 for 2nd 1/2-year making \$13 for 1903.....	8 1/2 % \$145 sellers
"Shell" Transport and Trading Company, Limited.....	2,000,000	£1	£1	\$400,000 Tls. 98,000	£19,555	Interim of 1/- (Coupon No. 4) for 1903	6 % 25/-
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	Tls. 100,000 Tls. 201,614	Tls. 865	Interim of Tls. 1 1/2 for 1904	10 % Tls. 30
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904	{ 9 1/2 % 8 % }
Do. (Preference)	100,000						Tls. 46 buyers Tls. 44 sales
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Interim of \$5 for 1904	..... \$243
Luzon Sugar Refining Company, Limited.....	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897.....	..... \$6 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 2 1/2 for year ending 30.9.03	4 1/2 % Tls. 60
MINING.							
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	{ Fcs. 251,337 } { Fcs. 1,529,652 }	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903.....	..... \$490
Raub Australian Gold Mining Company, Limited	150,000	£1	18/10	£1	Dr. £7,236	No. 12 of 1/-	..... \$6 buyers
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£40,000	£7,820	No. 3 of 1/6	..... Tls. 7 sales
DOCKS, WHARVES & GODOWNS.							
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$25,500	\$905,471	{ \$6 dividend and \$2 bonus for first half- } { year 1904 } Tls. 7 final—Tls. 12 for year end. 30.4.04	6 1/2 % Tls. 176 buyers
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	\$6 for 2nd half year 1903	4 1/2 % \$250 sellers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,950,000	\$43,732	{ \$10 div. and \$2 1/2 bonus } { \$7 dividend } for 1903	4 1/2 % \$195 sales
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$40,936	\$10 div. & \$2 1/2 bonus for 1902/3	6 1/2 % \$110
Howarth Erskine, Limited	12,000	\$100	\$100	\$14,000	\$29,926	Interim of \$2 1/2 for 1904	4 1/2 % \$113 buyers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	30,000	\$50	\$50	\$50,989 \$250,000	\$28,015	Interim of Tls. 4 for 1904	6 1/2 % Tls. 157 1/2 buyers
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 487,210 Tls. 50,913	Tls. 22,895	Tls. 18 for 1903.....	9 1/2 % Tls. 189 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	\$1 1/2 for 1903	4 1/2 % \$274 sellers
New Amoy Dock Company, Limited	6,000	\$64	\$64	\$55,500	\$489	Interim of \$6 for 1904	8 % \$149 sellers
LANDS, HOTELS & BUILDING.							
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000 Tls. 800,000	\$51,066	Interim of Tls. 3 for 1904	7 1/2 % Tls. 112 buyers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 150,000 Tls. 17,144	Tls. 37,634	Interim of Tls. 3 for 1904	7 1/2 % Tls. 125
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	Interim of Tls. 2	..... Tls. 55
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none	.....	\$2.60 for 1903	6 1/2 % \$30 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	Tls. 5,150	None	..... Tls. 12 buyers
Wei-hai-wei Land and Building Company, Limited.....	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	Interim of \$1 1/2 for 1904	5 % \$59 buyers
West Point Building Company, Limited	12,500	\$50	\$50	\$190,000 \$11,824 \$20,000	\$11,668	\$5 for first half-year 1904	7 1/2 % \$137 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$100,000 } { \$11,824 } { \$20,000 }	\$11,668	\$5 for first half-year 1904	7 1/2 % \$137 buyers
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 41,000	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903.....	6 % Tls. 150
Astor House Hotel Company, Limited (Shanghai)	30,000	Tls. 25	Tls. 25	none	Tls. 59,889	\$2 1/2 for year ended 30.6.1904	9 % Tls. 150
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	Tls. 0.87 1/2 for the year ending 31.3.1904	4 1/2 % Tls. 21 sales
Queen's Hotel (Wei-hai-wei)	2,000	Tls. 25	Tls. 25	none	.....	First year	..... Tls. 25
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3 1/2	..... Tls. 37 sales
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$200,607 } { \$50,000 }	\$99,177	90 cents for 1903	7 % \$12 1/2 buyers
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	14 % Tls. 28
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 30,098	Tls. 18,034	Interim of 3 a/c 1898	..... Tls. 25
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 15,500	Interim of 4 a/c 1898 on 6,000 shares	..... Tls. 32 1/2
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,658	Tls. 26,389	4 a/c for 1897	..... Tls. 150
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$22,862	50 cents for the year ending 31.7.04	4 1/2 % \$11
CIGARS AND TOBACCO COS.							
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 } { Tls. 25,000 }	Tls. 1,091	Interim of Tls. 3	9 % Tls. 65 buyers
Alhambra, Limited	300	\$200	\$200	\$41,000	\$57	\$25 for year ending 30.6.1900	..... \$100 sellers
Philippine Company, Limited	67,500	\$10	\$10	.....	.....	First year	..... \$91
MISCELLANEOUS.							
Green Island Cement Company, Limited	100,000	\$10	\$10	\$350,000	\$32,115	\$1.50 for 1903	5 % \$31 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	60 cents for 1903	5 1/2 % \$11 buyers
A. S. Watson & Co., Limited	90,000	\$10	\$10	{ \$250,000 } { \$15,000 }	\$2,883	Final of 50 cents making \$1 for 1903	7 1/2 % \$13 1/2 old \$13 new
Watkins, Limited	10,000	\$10	\$10	\$4,802	\$1,042	\$1 for 1903	10 % \$91 buyers
Singapore Dispensary, Limited	600	\$50	\$50	\$6,000	\$830	\$5 for year ended 31.7.1903	7 % \$70
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$55,000	\$1,171	80 cents for 1903	8 1/2 % \$92 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$5	none	\$1,747	{ \$1.00 } { 50 cents } for year ending 30.4.1904	{ 6 1/2 % 5 1/2 % }
Hongkong & China Gas Company, Limited.....	7,000	£10	£10	£23,109 £3,000	£7,625	£1 div. and 2/- bonus for 1903	7 1/2 % \$90 buyers \$160 buyers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 108,172 Tls. 108,172	Tls. 7,548	Interim of Tls. 3 1/2 for 1904	8 % Tls. 100 sales
Shanghai Waterworks Company, Limited.....	7,200	£20	£20	Tls. 140,000 Tls. 108,172	Tls. 7,569	Interim of 15/- for 1904	7 1/2 % Tls. 387 1/2 buyers
Tientsin Waterworks Company, Limited	2,000	T.Tls. 100	T.Tls. 100	Tls. 15,259	Tls. 667	Final of Tls. 4 making Tls. 8 for 1903/4	6 1/2 % Tls. 110
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	none	Tls. 413	Tls. 2 for half year	..... Tls. 131
Hall & Holtz, Limited	21,000	\$20	\$20	\$186,000	\$13,101	Final of \$1 1/2 making \$3 1/2 for 1903	11 1/2 % \$17 sales
Laue, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$21,182	Final of \$7 making \$12 for year end. 29.2.04	8 1/2 % \$140 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$8,595	\$10 for 1903	7 1/2 % \$140 buyers
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$150,000	\$10,517	\$3.75 for 1903	7 1/2 % \$45 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$35,000	\$5,844	Interim of \$4 for 1904	7 1/2 % \$150 buyers
Straits Ice Company, Limited	2,000	\$100	\$100	\$45,000	.....	\$7 1/2 for second half year 1903	9 % \$165 sales
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$340,000	\$4,183	\$20 for year ending 30.11.1903	6 1/2 % \$300
Dairy Farm Company, Limited	10,000	\$7 1/2	\$6	\$23,000	\$5,029	\$14 for year ending 31.7.1903	12 1/2 % \$32 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$5,500	\$596	\$3 for 1903	12 1/2 % \$37 buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	\$1,161	6d. per share for 1903	12 1/2 % \$5 buyers
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	\$20,000	\$480	90 cents for year ended 31.5.1904	10 1/2 % \$91 buyers
Do. (Founders')	100	\$10	\$10	.....	.....	None	..... \$10 buyers
Tebrau Planting Company, Limited	20,000	\$5	\$5	none	Dr. \$2,551	Interim of 70 cents	6 1/2 % \$24 buyers
Hongkong Steam Waterboat Company, Limited.....	7,500	\$10	\$10	none	\$1,548	None	..... \$24 buyers
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$3,739	Final of 70 cents making \$1.20 for the year ending 30.6.1904	10 1/2 % \$14
William Powell, Limited	12,000	\$10	\$10	\$3,000	\$588	60 cents for year ended 31.5.04	8 1/2 % \$7
Steam Laundry Company, Limited	5,000	\$5	\$5	none	\$3,644	First year	..... \$31 buyers
Maatschappij tot Mijl. Bosch en Landbouwexploitatie in Langkat	25,000	Gs. 100	Gs. 100	{ Tls. 334,669 } { Tls. 11,143 }	Tls. 27,187	{ \$1 making 80 far Tls. 30 a/c 1904 } { 3rd quarterly of Tls. 10, paid 15.9.04 }	13 % Tls. 310 sales
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 41,000	Tls. 10,247	Tls. 5 for 1903	5 % Tls. 100
Shanghai Pulp and Paper Company, Limited	10,000	Tls. 100	Tls. 100	Tls. 19,000	Tls. 3,288	Interim of Tls. 6 for 1904	7 1/2 % Tls. 155 sales
Central Stores, Limited	6,000	\$15	\$12	\$20,000	.....	Interim of \$2.20 for 1904	11 1/2 % \$22 sales
Do. (Founders')	123	.....	.....	.....	.....	None	..... \$24 buyers
Do. (New Issue)	24,000	\$15	\$7 1/2	.....	.....	Preferential of 7 per cent for 1904	6 1/2 % Tls. 40 sales
E. L. Mondon, Limited	2,000	Tls. 50	Tls. 50	none	Dr. Tls. 15,318	Tls. 5 for 1903	9 1/2 % Tls. 40 sales
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,944	Tls. 6 for 1903	9 1/2 % Tls. 65 sales
S. Moutrie & Company, Limited	4,000	\$50	\$50	\$1,000	\$832	Final of \$3 making \$5 for the year ending 30.6.04	9 1/2 % \$45
Katz Brothers, Limited	10,000	\$100	\$100	\$375,000	.....	\$13 for 1903	9 1/2 % \$131 buyers
Straits Trading Company, Limited	250,000	\$10	\$10	\$650,000	\$83,403	{ \$1 div. and 25 cents bonus for half year } { ended 30.9.1903 }	7 % \$360 buyers
Fraser and Neave, Limited	4,500	\$50	\$50	\$112,500	\$2,706	\$3 div. and \$2 1/2 bonus for 1903	7 1/2 % \$100 buyers
Maynard and Company, Limited	3,400	\$10	\$10	none	\$803	\$2 for year ended 31.10.1903	7 1/2 % \$20 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	.....	.....	First year	..... \$50
South China Morning Post, Limited	6,250	\$95	\$25	none	Dr. \$39,010	None	..... \$15

The Hongkong Telegraph.

MAIL SUPPLEMENT.

(ESTABLISHED 1861.)

NEW SERIES No 4607

晚九廿月八年十三緒光

SATURDAY, OCTOBER 8, 1904.

六拜禮

號八月十英港香

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SINGLE COPY, 25 CENTS.

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BIRTHS.

On the 16th ult., on board the s.s. *Malaya*, in mid-ocean, the wife of C. E. WEATHERLY, of a daughter.

On the 24th Sept. at Singapore, the wife of M. J. PARS, of a daughter.

On the 21st September, at Shanghai, the wife of EUG. HYNDMAN JR., of a son.

On the 27th September, at Shanghai, the wife of HARRY E. GIBSON, of a son.

On the 27th of September, at "Kilnside," Falkirk, Scotland, the wife of FRANK DRAKE, of a son.

On the 28th September, at Tientsin, the wife of GUY D. B. BOWELL, of a daughter.

On the 29th September, at Wuchow to the Rev. LOUIS and Mrs. BYRDE, of the Church Missionary Society, Kweilin, a son.

MARRIAGES.

On the 27th August, at Cranley-gardens, Lieutenant E. STEVENSON, R.N., to EVELYN FLORA ST. AUBYN, daughter of W. C. Angove.

On the 17th September, at St. George's Church, Penang, by the Rev. H. C. Henham, GEORGE ERNEST SHAW, Esq., of the F.M.S. Civil Service; son of the late George Shaw, Esq., J. P. Co. Kerry, to DOROTHEA JENNY, daughter of R. G. Palmer, Esq., of Klampan, Perak.

On the 28th September, at St. Joseph's Church, afterwards at the Royal Danish Consulate, Shanghai, Mr. CHARLES MARTIN JULIUS WULF, to Mrs. MARIA GRANDON, born da Fonseca, widow, both of Shanghai.

On the 1st October, at H.B.M. Consulate-General, before Sir Pelham H. Warren, K.C.M.G., and afterwards at St. Joseph's Church, French Concession, Shanghai, by the Rev. M. Kennelly, S. J., GEORGE DEITZ, OREGORIA RIVERO, both of Shanghai.

DEATHS.

On the 23rd August, at Finsbury Park, London, N., Dorothy Catherine, the beloved infant daughter of G. E. and M. C. STEWART, aged 21 months.

On the 23rd of August, at Gravesend, England, C. F. ARNOLD, late Captain of the s.s. *Wenhoo*, aged 57 years, of pneumonia.

On the 27th September, at London, RYHAM HOMES COOK, late Agent of the Hongkong and Shanghai Banking Corporation at Kobe, Japan, aged 54.

On the 1st September, at the International Cotton Mill, FOOTUNG, FANNY, CURRIE, aged 39 years.

On the 20th September, at 20, Fochow Road, Shanghai, JOH. NOLTING, aged 64 years.

On the 28th September, at the Nursing Home, Shanghai, E. LEHMANN, of the Imperial Maritime Customs, aged 30 years.

On the 28th September, at the General Hospital, Shanghai, JANE CARL ROSENBERG SORESENSEN, Third Engineer of the Cable Steamer *Store Nordisk*, aged 26 years.

At the Government Civil Hospital, Singapore, on the 7th inst., of enteric fever, JAMES YOUNG, late Master of the Indo-China S. S. *Sui Sang* and of St. Ives, Cornwall.

The Hongkong Telegraph

MAIL SUPPLEMENT.
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, OCTOBER 8, 1904.

SALVAGE OPERATIONS.

(3rd October.)

Two of our prominent citizens, with the support of other influential members of the community, have been instrumental in demonstrating to the Colony that we are by no means so laggard in our spirit of enterprise as some would lead us to imagine. It appears to be generally known that, for some time past, considerable dissatisfaction has been expressed in certain quarters at the lack of enterprise in matters affecting the salvaging of steamers. In fact, it has been stated that the appliances available in case of emergency are hardly commensurate with the enormous tonnage entering and leaving the port. The refloating of the huge steamer *Agincourt*, after being beached on Hainan Island for a couple of months, while disproving the assertion, adds considerable colour to the belief of many of the large shipping firms that Hongkong is well equipped for the salvaging of vessels though wrecked many miles away from the Colony. The *Agincourt* had practically been abandoned by the underwriters after an initial survey, and would apparently have been left to her fate had not a number of local gentlemen, with prompt and commendable initiative, come forward with a view of floating the ship and getting her to Hongkong. She had already roughed the weather for nearly six weeks before operations were actively commenced, and appeared in imminent danger in breaking up in some of the typhoons which had swept the coast since the date of the wreck, early in August. One of the Douglas steamers was chartered, salvage appliances placed aboard in charge of Mr. J. W. Jamieson, the expert, and four days ago the wreckers had the satisfaction of seeing the *Agincourt* safely floating in deep water. The community obtained the first public intimation of the syndicate's success through our columns when the *Telegraph* announced the pleasing fact on Friday evening last. It is in such matters as the refloating of this steamer that the enterprise of Hongkong is demonstrated; for, apart from the general satisfaction of saving a valuable ship from total loss, the profit arising from the venturesome operations redounds indirectly to the benefit of the Colony. According to what our representatives have been able to glean from those who conducted the enterprise to such a successful issue, the extent of her damage does not, at present, amount to anything very considerable, although when the ship is drydocked and the actual extent of the damage is revealed, it will be possible to ascertain the estimated cost of her repairs. Attention will now be directed to the *Baron Gordon*, another large vessel, lying on the Bombay Shoal. The work of salvaging her will be attended with considerable difficulties, and it is likely that some considerable time will elapse before she is refloated. Certain it is that the vessel is in a more precarious position than was the case with the *Agincourt*, and when she reaches Hongkong the work of repairing her will be no light matter. Looking, however, at the initial success which has met the efforts of the party in regard to the *Agincourt*, the same skill and efficiency that have brought the saving of that vessel encourage the hope that the *Baron Gordon* may yet be seen afloat within the harbour of Hongkong.

TRADE MARKS IN CHINA.

In view of the repeated demands which foreign Powers allege have to be made before China can be persuaded into carrying out her Treaty obligations, it is somewhat curious to find the Shanghai General Chamber of Commerce unprepared to accept, without postponement, the provisional regulations governing the registration of trade marks, under the terms of the British Commercial Treaty. This Treaty was signed at Shanghai upwards of two years ago, and early in February the draft rules were submitted to a representative meeting of British importers, and subsequently laid before three of the great Powers trading with China. They then passed through other official channels, and ultimately were again considered by British importers to whom it was doubtless pointed out that they were provisional in character, and constituted the first step towards the attainment of a very desirable object. The Shanghai Chamber of Commerce, however, found it difficult to grasp and digest the situation and the possibilities thus brought about, with the result that they decided to wire to Sir Ernest Satow for a

postponement of the date on which the regulations should come into force. The British Minister, however, requested them to put their views in writing, and to this end the Chamber recently held a special meeting at which Mr. J. W. Jamieson, the British Commercial Attaché, gave the members a lengthy summary and an interesting review of the benefits to be derived from the new regulations. He laid before the meeting a succinct statement of how they came into being, and pointed out that there was no desire not to meet the views of merchants, as far as it may be possible to do so. Protection had been asked for, and to obtain that registration was a necessary corollary. In what respect, he asked, did Rule 21 leave anything to be desired? That rule, which along with the others, has already been printed in our columns, reads as follows:—"21.—The undermentioned offences are punishable with imprisonment up to one year, and a fine not exceeding Tls. 300, but judgment can only be given in a suit instituted by the party aggrieved: (a.) Any attempt to use a similar class of goods, or to imitate a registered trade mark, belonging to another party, or to offer the same for sale. (b.) To imitate a trade mark, or apply it to a similar class of goods, or knowingly to sell such goods, or have the same on the premises for purpose of sale. (c.) To use an imitation of a trade mark as a "chop," or to employ it for purposes of advertisement. (d.) Knowingly to use packages or wrappers bearing the registered trade mark of others, for the same class of goods, or knowingly to offer the same for sale. (e.) To import goods, being well aware of the fact that they infringe the trade mark right of others." Another point which had been overlooked and to which Mr. Jamieson drew special attention was rule 8, dealing with protection afforded registration to any marks in use prior to the signature of the British Treaty. This clause which subsequently evoked considerable discussion as to its meaning is as follows:—"8. Trade marks which infringe the following conditions cannot be registered:—(c.) Marks already registered, or marks resembling, or of the same nature as marks which, for over two years prior to the application for registration, have been publicly used in China or have covered a similar class of goods." A third point which had been made much of by the conscientious objectors was that registration facilitates the pirating of marks. This is far from our experience in Hongkong, and as was pointed out at the meeting, registration in this Colony, where similar conditions to those in China prevail, does not appear to have led to any of the sort. Mr. Jamieson reminded the members of the Chamber that, in a country where extra-territoriality obtained, all that the Government can do is to protect the stranger within their gates against the infringement of his rights, on the part of their own nationals. They cannot legislate on non-Chinese, and yet even in the provisional regulations the Government had done its best to secure as full a measure of protection as possible. To sum up, the Attaché considered there had been too much hasty jumping at conclusions on the part of merchants, and he asked them to give the rules a fair trial without alteration or postponement, bearing in mind that whatever anomalies, not of vital importance, which they might come across, are due to the fact that the Chinese Government are legislating primarily for Chinese as far as registration is concerned, while at the same time doing their best for foreign interests as far as protection is concerned. Quite a lengthy discussion ensued upon the termination of Mr. Jamieson's address, two of the members present questioning the British Commercial Attaché's explanation of the Article concerning the conditions under which trade marks cannot be registered. Sir Charles Dudgeon, however, agreed with Mr. Jamieson's interpretation of the regulation, and in the course of a short speech, expressed the opinion that the regulations, as they stood, did not form an ill-considered set of regulations, but were very favourable to their wishes, and to those who wished to obtain registration in Shanghai. However, the meeting did not appear satisfied with the statement of affairs, and appointed a sub-committee to consider the regulations, and prepare a report to be forwarded to the British Minister, to enable him to obtain the postponement for six months. Whether this will be granted remains to be seen, but in view of the fact that Sir Ernest Satow is not disposed to put forward such an application unless it can be demonstrated to him that there are cogent reasons for so doing, it is more than likely that the representations of the Shanghai Chamber will not meet with the object sought.

THE PILOTS' ORDINANCE.

(7th October.)

Several examinations of intending candidates for service under the Pilots' Ordinance have already been held, with results which seem to indicate that persons who have been doing duty as pilots for many years past are now unable to satisfy the Board in all their requirements. The consequence is that very few, if any, out of a dozen or so who have presented themselves for examination, have been granted certificates of fitness. With the exception of one the candidates were Chinese to whom every consideration has been shown by the Board regarding the nature of the questions put, but in almost every instance the replies furnished have failed to impress the members that their knowledge of the ordinary precautions necessary for the safety of vessels in their charge, or of others at anchor would warrant their inclusion under the section of the Ordinance. It is recognised on all sides that the piloting of the vessels frequenting the harbour has been good and almost entirely free from accident for a number of years, but it is obvious that, with the increased tonnage vessels of deep draught now entering and leaving port, taken in conjunction with the fact that certain parts of the harbour are constantly silting up, only those men with a thorough knowledge of the altered circumstances should be permitted to take charge of the ships. As there is a demand for competent pilots competition will be stimulated, and while it is not compulsory for them to qualify before the Board, the fact that Chinese are taking advantage of the Ordinance points to the fact that they recognise the possible unanimity on the part of the mercantile community to engage only those who have satisfied the examiners on their being able to navigate shipping in the crowded and dangerous waters of the Colony.

OUR AMERICAN NEIGHBOURS.

According to the London correspondent of one of the large provincial papers, the Philippine local executive continue to place contracts in England for military stores. In view, evidently, of the recent reports concerning the British colliers lying at anchor in the waters of the Archipelago ready to tranship coal into Russian vessels, it is pointed out that the stores have no reference whatever to the present war, the material being intended for use within American territory and not to be sent on at a profit to northern waters. As a matter of fact, the nature of the equipment and the material in question precludes the possibility of their being designed for use by either of the belligerent Powers, besides which the Colonial Government are still under an obligation to adopt peremptory methods in dealing with some recalcitrant elements in the vanquished population. At present there does not appear to be any indication of a desire on the part of the United States Government to fortify Manila to the same extent as Port Arthur was fortified by Russia. There is evidently a steadfast determination, however, to introduce the elements of good administration, and the operations referred to may be taken as a testimony to the fact that the colonial authorities continue to recognise the importance of maintaining their power by the acceptance of the consequent obligation to be prepared to defend their dominion.

EMIGRATION SUPERVISION.

(7th October.)

The immigration department at San Francisco is at present perplexed at a recommendation regarding the admission of Chinese merchants and students into the United States. The American Consul at Shanghai has suggested that the examination of the exempted classes be made by representatives of the immigration bureau at Hongkong, Shanghai and Yokohama, instead of at the port of entry in the United States, and that the examiner's certificate, when accompanied by the consular visa, which shall continue to be given independently, shall entitle the holder to land without additional investigation or exceptional delay. In a letter to the Customs Collector Mr. J. Goodnow, the Consul, intimates that the reason for his suggestion of a change lies in the stringency with which the San Francisco immigration bureau exercises its prerogatives. Declaring that the Chinese believe that a rich man may easier pass through a needle's eye than one of their race through the meshes of the immigration net in the Pacific port, he urges the examination of prospective new comers in their home ports as being both more fair to the Chinese and more expeditious for the immigration department. He adds that students desiring to

finish their education in the United States are deflected into European channels through this very stringency of the immigration inspection in San Francisco. The officials on the other side of the Pacific do not view affairs in the same light, and declare that if such a radical change is made it would soon lead to fraud and a revival of the traffic in bogus certificates. The classes at present exempted consist of diplomatic representatives and attaches, merchants, students, travellers for pleasure, and those claiming the United States as the land of their nativity. Before congress was compelled to define the meaning of the designation "merchants," swarms of coolies managed to gain admittance to the States on the fraudulent representations that they came under this heading. Of late, however, they have been claiming exemption from the operation of the act on the grounds of American nativity, and from one of the reports recently published it seems that of the 44 Chinese denied admission during the last fiscal year, 221 fraudulently set up the claim. But thirty-five also claimed to be merchants, and thirty-eight demanded the right to enter the country as previous residents under the provisions of section 6 of the Exclusion Act. As Mr. Goodnow points out, the examination of the intending emigrants at the home ports is far more fair to the Chinese and should surely contribute to a much more satisfactory working of the department in San Francisco. Inquiries regarding a man's antecedents can be considerably expedited if such a measure were agreed upon, and instead of conducting to fraudulent representations would tend to promote the very object for which the exclusion law was passed.

TELEGRAM.

"HONGKONG TELEGRAPH" SERVICE.

Opium for China.

(From Our Own Correspondent.)

BOMBAY, 6th October.

The P. & O. Co.'s mail steamer left Bombay yesterday with about 1,000 chests of Malwa opium. The prices are as follows:—

Malwa (New) ... Rs. 1,530
" (Old) ... " 1,600
" (Oldest) ... " 1,680

LEGISLATIVE COUNCIL.

ESTIMATES PASSED WITHOUT DISCUSSION.

6th inst.
A meeting of the Legislative Council was held this afternoon. Present:—His Excellency the Governor, Major Sir Matthew Nathan, K.C.M.G., R.E., Col. L. F. Brown, R.E., (General Officer Commanding), Hon. F. H. May, C.M.G. (Colonial Secretary), Hon. L. A. Johnston (Colonial Treasurer), Hon. Capt. L. A. Barnes-Lawrence, R.N. (Harbour Master), Hon. P. N. A. Jones, (Director of Public Works), Hon. A. W. Brewin (Registrar-General), Hon. E. H. Sharp, K.C. (Attorney General), Hon. Sir C. P. Chater, C.M.G., Hon. Dr. Ho Kai, C.M.G., Hon. Gershom Stewart, Hon. W. J. Gresson, Hon. Wei Yuk, Hon. R. Shewan, and Mr. S. B. C. Ross (Clerk of Councils).

MINUTES.

The minutes of the last meeting were read and confirmed.

FINANCIAL.

The Colonial Secretary moved, and the Colonial Treasurer seconded, the adoption of the report of the Finance Committee, No. 11. This was agreed to.

APPOINTMENT OF COMMITTEES.

H. E. the Governor said that, in accordance with Standing Order, No. 47, he appointed the following committees:

The Finance Committee: To consist of all members of the Council with the Hon. the Colonial Secretary as Chairman.

The Law Committee: The Hon. Attorney General, Chairman, together with the Hon. the Harbour Master, the Hon. Dr. Ho Kai, C.M.G., the Hon. Wei Yuk, and the Hon. R. Shewan.

The Public Works Committee: The Hon. the Director of Public Works, Chairman, with the Hon. the Colonial Treasurer, the Hon. Sir C. P. Chater, C.M.G., the Hon. W. J. Gresson and the Hon. Gershom Stewart.

CHINESE EMIGRATION.

The Attorney General moved the first reading of a bill entitled The Chinese Emigration (Amendment) Ordinance, 1904, the objects and reasons of which are described as follows:—"The object of this measure is to effect proper arrangements for the transport of indentured Chinese emigrants from Hongkong to the British Colonies and Protectorates in South Africa, and to ensure that the requirements of the recent Convention between the United Kingdom and China respecting the employment of Chinese labour in British Colonies and Protectorates shall be (in so far as they are not already observed) by all ships engaged in such transport."

The Colonial Secretary seconded, and the motion was agreed to.

THE APPROPRIATION BILL.

The Colonial Secretary moved, and the Colonial Treasurer seconded, and it was agreed, that the Council resolve itself into Committee on the Bill entitled an Ordinance to apply a sum not exceeding five million eight hundred and thirty-five thousand four hundred and seventy dollars to the public service of the year 1905.

The various items were read, and the second reading passed without amendment.

The Colonial Secretary moved the third reading of the bill.

The motion was agreed to, without comment or amendment.

H. E. the Governor declared the bill to have become law.

The Council adjourned at 2.55 p.m. sine die.

KOWLOON CRICKET CLUB.

A PROMISING, HEALTHY CHILD.

6th inst.
A large meeting of residents interested in the formation of a Cricket Club for Kowloon was held last night at the Seamen's Institute.

Dr. Swan, who presided, read a letter he had received from Mr. E. Osborne, of the Hongkong and Kowloon Wharf and Godown Co. Ltd., in reply to one from him requesting his advice and co-operation in the project. Mr. Osborne had promised to do all in his power to further the club, and suggested that a deputation of prominent residents in Kowloon should wait upon the Governor and apply for a suitable site on which to play. He strongly advised them, however, to apply for a recreation ground, and not land on which to play cricket alone. The Government, he did not think, would be inclined to grant land to an individual body, but an application for a general recreation ground, on the lines of Happy Valley, which should be vested in trustees, he thought, would be favourably received, and that a portion of King's Park would be allocated for the purpose.

Mr. Goyne Stevens asked for a definite statement of their position, and

The Chairman, in reply, said that his opinion was that they wanted land for cricket purposes only, and that the idea of the promoters was purely and simply to start a cricket club. (Heard, hear.)

Mr. P. G. Scott-Cranston said primarily they were met to establish a cricket club. There was absolutely no reason why they should not form themselves into a club at once and start playing immediately. Even without a ground for the present, and admitting that they could not give, return matches on their own patch, with the fighting material they had at hand, there was no reason why they should not play the best of the teams in Hongkong, and probably lick them.

Mr. Parkes, speaking as one of the promoters of the recently formed cricket club in connection with the Docks, cordially supported the idea of forming a general cricket club for Kowloon, and said that the players from the Docks were also in accord, and would join the Kowloon Club. To come to business he would propose that they form themselves into an association to be named "The Kowloon Cricket Club."

Mr. McGowan seconded, and the motion was carried with acclamation.

Mr. P. G. Scott-Cranston then moved that a committee be formed to draw up a set of rules and arrange the necessary incidentals, and report to a general meeting in the course of a few days.

Mr. Parkes seconded.

Mr. J. Logan thought that, before selecting the committee, they had better get the members. A bird in the hand was worth two in the bush.

The Chairman, in reply, said there was not the slightest difficulty regarding the acquisition of members.

After some further discussion the following gentlemen were elected to act as a preliminary committee: Dr. Swan, Messrs. Clelland, McGowan, W. Cowan, B. Goyne-Stevens, Parkes and P. W. Goldring.

On the motion of Mr. Langford, seconded by Mr. W. L. Watkins, Mr. Harold Austen, was appointed secretary *pro tem.*, a position he agreed to fill.

A long and somewhat desultory discussion followed on the question of how best to approach the Government in regard to the necessary ground. Mr. Cowan, who has had some experience in such matters in the Straits, advocated the appointment of a deputation to wait upon His Excellency the Governor, remarking that, as this was a matter of such great public convenience to the ever-increasing residents in Kowloon, much of the ordinary circumlocution and red-tape would be avoided. The Governor had in many ways shown the deep interest he had in the welfare of the Colony, and it was not at all likely that he would place any obstacle in the way of their modest request. (Heard, hear.) Mr. P. W. Goldring advocated the matter passing direct through the Public Works Department.

The meeting being asked to voice an opinion, it was decided to request an audience on the subject with His Excellency in person, and the following were chosen to form the deputation: Dr. Swan, Messrs. E. Osborne, W. B. Dixon and W. Cowan.

It was also decided to select a portion of King's Park, prepare a plan of it and request the Governor to allot the same to their use and benefit.

Over fifty names were received for membership, and after a vote of thanks to the Chairman, the meeting separated.

INTERESTING DECISION.

AT THE SUPREME COURT.

REAL PROPERTY ACT NOT IN FORCE IN HONGKONG.

At the Supreme Court this morning before Mr. T. Sercombe Smith (Puisne Judge), the adjourned case Chan Kin Cho v. Chan Ting On came up, with the result that, in the end, His Honour gave a decision highly interesting to local property owners and others.

Plaintiff, who is a trader, of 46 North Station Street, Yaumati, brought an action against defendant, of 48 Sheung Wang Street, Shamshuipo, for the specific performance of an agreement. Plaintiff alleged that on the 16th of April of this year defendant agreed to lease a certain house, known as No. 1, Lime Kiln Street, Shamshuipo to him. He had not carried out the contract, and plaintiff therefore claimed \$500 damages.

Mr. R. Harding (Messrs. Ewins and Hanson) appeared for the plaintiff, and Mr. E. J. Grist (Messrs. Wilkinson and Grist) defended.

Mr. Grist said that on the last occasion when the case was argued, it was sought to show that the statute 8 and 9, Victoria, 1845, c. 105 (The Real Property Act) was in force in this Colony. He argued that the Act did not apply to this Colony, although it had actually been understood that it did. That the

question arose—the question of jurisdiction. Under the Summary Court Ordinance, section 59, sub-section 4, it was laid down that in a suit for specific performance of a contract or an agreement, unless the property exceeded \$1,000 in value, it was admitted by the other side that this property exceeded \$1,000 in value, therefore he submitted that there was no jurisdiction, and he asked that the case be dismissed.

Mr. Harding asked that the case be transferred to the original jurisdiction side under section 28 of the ordinance.

Mr. Grist said His Honour had no power to transfer a suit over which he had no jurisdiction, and urged that no order could be made except an order of dismissal. The section with regard to transference merely contemplated that there was jurisdiction in that Court to transfer.

His Honour said that when the case was before him on the first occasion, a defence was raised by Mr. Grist that the document sued upon was, in fact, a lease and not an agreement for a lease, and as it was not under seal, then by virtue of 8 and 9 Victoria, C. 106, referred to, the document was void as a lease. To that the reply was made that, although the document might be void as a lease, it might be valid as an agreement for a lease. Still he (His Honour) thought he would be prepared to hold on similar cases that, assuming the statute 8 and 9 Victoria, C. 106 was in force in this Colony, though that document was void as a lease, nevertheless, it was not void as an agreement for a lease, upon the ground that it had nothing in it to show it was a lease, there being no date mentioned to show from what date the lease was granted, whereas such a document should have a given date. Only this morning it had occurred to him as to whether 8 and 9 Victoria was in force in this Colony, and after a careful search he had the statute was not in force in Hongkong.

He thought it was a mistake, though that document was void as a lease, nevertheless, it was not void as an agreement for a lease, upon the ground that it had nothing in it to show it was a lease, there being no date mentioned to show from what date the lease was granted, whereas such a document should have a given date. Only this morning it had occurred to him as to whether 8 and 9 Victoria was in force in this Colony, and after a careful search he had the statute was not in force in Hongkong.

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WANTON CRUELTY.

A case of the most wanton cruelty and inhumanity was dealt with by Mr. Wolfe at the Magistrate's Court this morning, when one J. Mason was charged with assaulting a blind man who was slowly passing along the street. From the evidence of Constable Blackman, who arrested the man, it appears that the blind man was moving slowly along, blowing a whistle to denote the fact that he was blind, when the defendant passed him and walked along some six yards, when he suddenly turned round and gave the blind man a blow on the head with a stick he was carrying at the time. The man struck called out, and then the constable arrested the defendant for the assault. Defendant had nothing to say in defence of his brutal conduct, and was fined \$5 for the assault, and ordered to pay \$3 compensation to the complainant.

A QUEER CONFIDENCE TRICK.

Once again, for about the tenth time, the notorious John Wylie was before the Court on the same old charge that has always got him into trouble—that of obtaining money by false pretences. John's *modus operandi* is to go round to Chinese householders and, passing himself off as an inspector from the Water Department, ask to see the water-taps, which he invariably declares have been badly used by the householder's people, and must be renewed. He then collects such sums as he can obtain from them, generally \$3 at each house, promising to send a man to do the work, who, it is unnecessary to say, never appears; neither does John in that locality again. On receiving the amount demanded, he gives the people a meaningless paper, which he informs them is a certificate entitling them to have all the repairs done by the Water Department free of further charge. He has already undergone several sentences of six months' hard labour, and to-day he has added to the number, on two convictions, the amounts involved in each case being \$3.

A MOOT POINT.

A pertinent question arises out of a case that was heard before Mr. E. D. C. Wolfe, at the Magistrate's Court this morning. A young European gentleman was charged with refusing to take him from his office to his residence, and also with assaulting the police. His story was that he was paying the man his proper fare, but the coolie shouted out demanding more, when an Indian constable came up and caught him by the arm, and asked him to pay the man's fare. He was annoyed, and naturally resented the Indian constable's interference, but did not intentionally strike him. The constable stated that he was on duty in Wyndham Street, and heard a chair coolie cry out asking for his fare. He went to the place, caught defendant by the arm, and asked what the trouble was, on learning which he told defendant to pay the coolie, when the former struck him in the face and kicked him. The coolie corroborated the last witness, and added that his proper fare was for two hours, but defendant only wanted to pay for one hour. Defendant was fined \$3, and ordered to pay 50 cents to the chair coolie, on the first charge, and \$5 on the charge of assaulting a constable in the execution of his duty. Now the question naturally presents itself as to what right policemen have to take hold of people by the arm, or in any way lay hands on them, which practically amounts to an arrest, without in any way investigating the cause of the trouble they are called upon to settle, or put a stop to, and without finding out who is the party in fault. That they do this, this applies more particularly to the Indian constables, inasmuch as common knowledge, amongst the more observant ones of the Colony, is that they are more particular in this connection should have the desired result, and no doubt save a deal of trouble.

In order to stop the leakage of important documents, the Waiwau now divides them up among several clerks, each one being given only a portion to copy.

BREACH OF QUARANTINE RULES.

A CAPTAIN FINED.

4th inst. Captain C. Cornelissen, of the Norwegian steamer *Providence*, which arrived here on the 1st inst., was summoned by the Harbour Master before Mr. Kemp this morning, for breach of the Quarantine regulations in that he, having arrived in this harbour from an infected port, to wit, Swatow, did not proceed to the quarantine station, as required to do under the Harbour Regulations, and with neglecting to hoist the yellow flag on arrival. The captain stated that his voyage was from Asping, Amoy and Swatow to Hongkong, with general cargo, and Chinese passengers, of which he had 52 men, women and children on board for this port. He did not make any inquiries about quarantine, but the pilot he took aboard told him there was no quarantine here. The pilot was not present to give evidence. The boarding officer stated that the *Providence* arrived on Saturday and anchored outside the quarantine anchorage, and was not flying the yellow flag. Fifty-two of her Chinese passengers landed in sampans. Mr. Kemp said this was a very serious charge, for which the maximum penalty was a fine of \$2,000, or twelve months' imprisonment, or both; but in this case he would fine the captain \$25, and warn him. The *Providence* is consigned to the Osaka Shosen Kaisha.

QUARRY BAY MANSLAUGHTER CASE.

EUROPEAN CHARGED.

At the Magistrate's Court this afternoon, before Mr. J. H. Kemp, Thomas Hynes, overseer of works, at Quarry Bay, surrendered to his bail on the charge of causing the death of a Chinese coolie at Quarry Bay, on the 25th September. Mr. H. J. Gedde, of Messrs. Johnson, Stokes and Master appeared for the defence.

Dr. W. Hunter, medical officer in charge of the Government Mortuary, deposed that on the 21st ult., he examined the body of a Chinese male, aged about 35 years of age. A ticket was attached to the body, bearing the name Chung Tung. The body was identified by Fook Ching, Hai Tso, Ching Fat and others. Witness held a *post mortem* examination and found the death had been caused by a rupture about a blow of the fist. The spleen was a little enlarged, but it was not enormous. Such an enlargement is frequent among the Chinese.

Cross-examined by Mr. Gedde: Large spleens of the kind were not confined to any class of Chinese. The spleen is on the left side of the body, immediately below the ribs. It is a soft substance something like the liver. Its weight when normal is between 5 and 6 ounces, and measures 4" x 3" x 3". A normal spleen is usually covered with a membrane forming a bag. Spleen is more common in hot countries than in Europe. When enlarged it will not necessarily cause the stomach to swell. It usually spreads across the side of the stomach, and by swelling presses it forward. The spleen was about double its ordinary size in deceased. He had weighed it and found it was between nine and ten ounces. It was brittle, as all spleens are when swollen. Among Chinese who have enlarged spleens it is occasionally found that they become anemic, pale and emaciated. There were no external bruises on the body of the deceased. The gut was not ruptured. The rupture of the spleen could not be caused, in his opinion, by muscular action. Deceased was a muscular man, slightly anemic with enlarged spleen. He could not say whether a slight push would cause a rupture of the spleen, but it need not be a very severe blow. Witness performed the *post mortem* examination with the help of Chinese, who opened the body, and witness did the spleen business himself. The deceased died in twelve hours. He could not have been cured if he had been treated on the spot. Moving the man in a rickshaw would probably cause death sooner than if left alone. He saw the body at 2 a.m. on the 21st ult., but did not know how long the man had been dead. There was no peritonitis or internal inflammation.

By the Court: If a man was struck in the chest over the spleen, it would not necessarily leave a mark. Bruises showing before death would become more visible after death. It is quite possible that a blow hard enough to rupture the spleen would not necessarily be hard enough to cause a bruise.

The brother of the deceased was called and testified to his identifying the body at the mortuary on the 21st ult., with three others who knew deceased.

Cross-examined by Mr. Gedde: He lived in the same house as his late brother, but they did not always take their "chow" together, as their hours of work were different. His brother never mentioned to him that he was feeling sick or ill at all. He did not notice that his brother did not look well.

A coolie, employed at Quarry Bay, said he was working at the shipyard on the 20th ult., along with the deceased, who was struck by a European, between 4 and 5 p.m. Before he was struck deceased was working. A European came up and said something of which deceased took no notice, and then the European struck deceased on the left side. Deceased immediately "squeaked down" and witness went to help him up and removed him to the office. He recognized the accused; he was the European who struck deceased. The blow was given on the left side below the ribs. The accused gave him another blow as witness was lifting him up.

The case was adjourned.

BELILIOS PUBLIC SCHOOL.

4th inst. H. E. Major Sir Matthew Nathan yesterday afternoon visited the Belilios Public School, which is under the supervision of Mrs. and the Misses Bateman. His Excellency made a thorough inspection of the whole premises, saw the children at lessons, and made many close inquiries into the system of education followed in the school. H. E. examined a number of the pupils in their lessons, and then after a few pleasant words, expressive of his satisfaction with all he had seen, took his departure.

CLAYTON FUMIGATING APPARATUS.

4th inst. At a meeting of the Sanitary Board this afternoon, Dr. W. Pearce, M.O.H., submitted a lengthy report on the advantages and otherwise derived from the use of the Clayton gas for disinfecting purposes. He was in favour of its adoption for use in the harbour, on board ships, and so on, but was not yet convinced that its sphere of usefulness should be extended to the general disinfection of Chinese houses in Hongkong.

A report was submitted by Mr. A. C. Franklin, Government Analyst, upon samples of water drawn from the fountain at the Pumping Station, Bonham Road West, Tytam, and Kowloon, as the result of which he pronounced the water pure and of excellent quality.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE "KANSU" MURDER CASE.

To the Editor of the "Hongkong Telegraph." Sir,—It is a generally conceded maxim in jurisprudence that the Press should abstain from commenting on, or criticising, cases *sub-judice*. Notwithstanding this, opinion has been very freely expressed in the Hongkong papers as to the actual perpetrators of the murder of the unfortunate comrade of the *s.s. Kansu*, which happened a few days ago. That such a regrettable incident did occur, no one will attempt to deny, nor does one lose sight of the gravity of other issues thereby involved; but that the "correspondents" of the various papers concerned should, during an attack of *causidic scribbled*, feel disposed to lay the blame at the door of the men from the U. S. S. *Helena* is quite another matter altogether. That it itself does not necessarily alter the original complexion of affairs. The inquiries held—both official and unofficial—have, so far, failed to fix the guilt on any specified person, or persons, and the evidence which was adduced proved most conflicting. One witness, for instance, (a foreigner) who volunteered to identify the culprits from amongst the men of the *Helena* became visibly embarrassed when put to the test, and two of the men whom he did point out were either on board at the time, when the occurrence took place, or otherwise able to prove an unshaken, and fully corroborated *alibi*. Under the circumstances, it is not seem more rational, nor is it a politic, to cease from passing any adverse strictures on a body of men who, in the eyes of the law, at least, are still innocent, and to suspend judgment generally, until the finding of the court of inquiry is made public—Yours, &c., SHAMHEEN.

Canton, 3rd October, 1904.

SPORTS ON LANTAU.

3rd inst. The Y. M. C. A. bathing party wound up a very successful season with a trip to Tai Yuk Shan Bay on Saturday. Aquatic sports and foot races on shore were arranged, and carried out with much good fun and high spirits. Prizes were offered, which had been kindly presented by the Hon. Mr. May, Hon. Gershom Stewart, Hon. Capt. Barnes Lawrence and other gentlemen, and these were keenly contested for. Upon the return and after partaking of an excellent tea, the successful competitors were presented by the secretary (the Rev. Mr. Southam) with their respective reward. In a few appropriate words, Mr. Southam referred to the successful season just closed and said he saw in it a good omen for the winter programme of physical exercise, walking tips etc. A hearty vote of thanks was passed to the donors of the prizes. On behalf of the members of the swimming and bathing party, Mr. Dyer Ball presented the Rev. Piercy with a Kodak camera to mark their appreciation of his work during the season, which had resulted in so many enjoyable evenings. Mr. Piercy thanked his friends and the party "sang" their way to Blake Pier.

INTERESTING ENTERTAINMENT.

AT WELLINGTON BARRACKS.

3rd inst. On Saturday evening, the members of the Royal Engineers' Variety Club gave the first of a series of really interesting entertainments in the bistro theatre connected with Wellington Barracks. The whole performance, which was as diversified as the most enthusiastic lover of Vaudeville could possibly wish for, can only be described as meritorious in the extreme, and the members of the club deserve every encouragement and congratulation in their efforts to provide good laughing material in this interesting, if somewhat serious, Colony. Apart from a number of well-chosen vocal and instrumental selections, (the latter furnished by the admirable band of the Sherwood Foresters) a couple of side-splitting farces were interpolated, respectively, entitled "A Bad Boy," and "An Amateur Curate." The parts were all in very capable hands, and no little praise is due to the lady members, Miss Marion Clarke and Miss Annie Jackmann, who entered into the spirit of the entertainments with the happiest result.

INTERPORT SHOOTING.

SHANGHAI SCORE: 908.

Mr. Mowbray S. Northcote, hon. secretary of the Hongkong Rifle Association, has kindly informed us that he is in receipt of a notification from Shanghai stating that the score of their team in the Interport Shooting match, is 908. In all probability the Hongkong representatives will fire on Wednesday next, the 12th inst. The following gentlemen are particularly requested to attend the practice tomorrow:—Messrs. Parkes, Lapsley, Davies, Lamont, Dumbell, MacEwen, Watson, F. Penning, F. W. Penning, Andrews and Thornhill.

The following were selected at Shanghai to practise for the Interport Rifle match:—Capt. Blairgown, Insp. Wilson, Insp. Dewing, Det. Insp. McDowell, Insp. Lynch, Messrs. Aldridge, C. Richards, T. Samson, W. Brand, T. Mellows, W. O. Lancaster, E. Green, Chas. Hill, J. E. Watson, A. Dahl, and P. Donnell.

BRITISH SQUADRON.

PROBABLY COMING SOUTH.

AT AN EARLY DATE.

5th inst. We learn on good authority that the *Glory*, *Crazy*, *Amphitrite* and *Brilliant* were expected to leave Weihaiwei for Chefoo and Taku yesterday, returning on the 10th inst. The *Glory* will probably be joined by the *Vengeance* on that date for a trip south. On the way down Admiral Noel will inspect some of the smaller boats in various exercises and is not expected here, with the *Crazy* which is going home to pay off, until about the 22nd. The *Vengeance* should arrive in the course of the next few days.

It is stated that the fleet will be leaving for Hongkong, under the Rear-Admiral, early in next month. When a number of his torpedo boat destroyers will come to be refitted.

The semi-annual general meeting of the Toyoko Kai-sha declared a net profit for the last half-year of ¥89,838, making a total of ¥220,861, when ¥72,012, the amount brought over from last account, and ¥148,849, drawn from the reserve for the equalisation of dividend, are added. Of the above sum, ¥100,000 was placed to the reserve, and ¥120,861 set aside to pay a dividend at the rate of 12 per cent. per annum, the balance of ¥20,861 being carried forward to next account.

THE WAR.

WANTON DESTRUCTION BY RUSSIANS.

JUNK BURNING.

Mr. M. Noma, Consul for Japan, has kindly forwarded to us the following telegram:—Tokio, 4th October, 9.20 p.m. On the 30th September, about fifty of the Russian cavalry were found burning the native junks in the Hunho, and were stopped by the firing of the Japanese troops on both banks.

The Russian report of the burning of seventeen junks, laden with Japanese ammunition is entirely false.

It is believed that the report is intended to excuse the Russian wanton destruction of junks in order to prevent the Japanese from using them.

THE TUNNELING AT PORT ARTHUR.

Chinese arrivals at Chefoo from Port Arthur on the night of 27th ult., and the morning of 28th state that in the prolonged attack on the city which began on the 20th ult., the Russian forces again exploded mines upon which the investing forces were unfortunate enough to enroach, and that the resulting slaughter was terrific.

These mines are said to have been recently placed, and the positions upon which they were located, immediately outside of the fortifications where the attack was most vigorous, were reached by tunneling from the forts. It was in fact a repetition of the Sevastopol tragedy, on a smaller scale.

The Japanese are also said to have resorted to tunneling, but with what success is unknown.—*Chefoo Daily News*.

MINIATURE ARSENAL DISCOVERED BY RUSSIANS.

Even war is not without miracles. The Russian troops at Port Arthur are reported to have discovered a miniature arsenal in which they found stored quantities of ammunition which will be available for use in present operations.

It is stated that, while constructing trenches they came across a cache, evidently built during the China-Japanese war years ago, in which had been placed hundreds of shells. It is said that there is a quantity of this ammunition which is equal to what would be used during three months, at the present rate of consumption, by the guns of the fortress.

The probability is that these shells will come in handy, says the *Daily News* of 29th ult., as many of the guns for which they were intended are at this day in position on Port Arthur's fortifications, or are within call.

3,700 CHINESE KILLED AT LIAOYANG.

JAPANESE GUNS' DEADLY WORK.

4th inst. The fighting around Liaoyang was very fierce for the last three days, says the *Universal Catechist*, and the exact number of the dead is unknown. The following account from personal experience (Chinese) gives some idea of the havoc wrought by the Japanese guns upon the wretched Chinese. "The number of dead has been stated on both sides in the official reports. The Russians, after being dislodged from their position, retreated towards Liaoyang, abandoning the outlying forts. The Japanese poured in such an amount of shell that the Russians were obliged to hide themselves near the city walls to escape out of the murderous showers. When the Japanese occupied the outer forts they turned their guns on the city and inflicted horrible slaughter on the inhabitants. It was thus that so many Chinese were killed."

The Russians left by the north-east gate, being ferried over the river Taisho. The Japanese did not pursue. The bombardment of the city lasted for three hours resulting in fearful loss of life. The streets were covered with dead bodies. After three days the stench from their decomposition could be smelt for ten miles round. The Japanese buried their own dead in pits. Until the active stage was taken a plague will probably break out in the hot weather next year. The Japanese authorities ordered the natives to report the number of their dead, in this way the corpses obtained burial. About 3,700 Chinese were buried in Liaoyang alone. The Japanese have now had the place for about two weeks, but everything is still in a chaotic condition. The administration is entirely in the hands of the military authorities who are busy in searching for and getting together the spoils of war. There has been no fighting since the great battle; but it is likely fighting will be resumed at the new moon festival."

THE LAND DEFENCE OF PORT ARTHUR.

5th inst. Mr. Emori, the correspondent of the *Jiji* attached to the Japanese army investing Port Arthur, has made a report about the land defence of Port Arthur which was published on the 25th September in the *Jiji Shimpo*, Tokio. A translation of the report reads as follows:—

Both foreign and Japanese war correspondents attached to the headquarters of the army investing Port Arthur, under the guidance of Staff Officer Yaezawa, saw the fortification on the land side of Port Arthur from an eminence east of—mountain. The eminence has no particular name but we named it temporarily the Head-Quarters Mountain as we can see the whole town of Port Arthur; the glorious sight of the Golden Hill fort makes us feel that it is the centre of the naturally defended fortifications and one of the finest scenes possible to look upon, a picture hanging on the sphere. Just opposite the Golden Hill Fort there is a Marconi system of wireless telegraphy, near the entrance to the harbour. The entrance to the harbour does not show visible clearly but we were able to see the masts of the Russian warships in the western basin. The water seems to touch heavily beyond the Tiger Tail peninsula. We saw two or three of the Russian gunboats and torpedo boats lying about one mile outside the harbour under the cover of the Golden Hill Fort but whenever they observe our fleet they hide on the left hand side of the entrance of the harbour where they could be seen by us.

The Golden Hill Fort is a fort for the defence of the sea side of Port Arthur but in front of the Golden Hill on the east there is a high peak in the shape of a saw which we called Gizaizui (Zig-zag) Mountain. We could not see any fort or redoubt there but in the middle of the peak there seems to be a level space, and we often see cartridges and men on horseback, Laolitu Fort is also in front of it and serves as a land defence with good effect. Between Tung Chikwan-shan Fort and Laolitu Fort there is a fort called Ya Yin-shan (White Silver Mountain), which has three redoubts, north, new and original. These do not seem of much importance and to the north a new fort has been, it seems built to complete a fort, named

MARINE COURT.

NEGLIGENT NAVIGATION.

3rd inst. An inquiry was held by the Harbour Master this morning, into the circumstances connected with a change of negligent navigation preferred by Commander Gerald G. Vivian, commander of H.M.S. *Rosario*, against Ho Chiu, master of the steam launch *Tweed*. Commander Vivian stated that when coming into harbour on the 29th ult. the boat *Tweed* crossed his bow from starboard to starboard, forcing witness to go full speed astern, to avoid cutting down the *Tweed*. H.M.S. *Rosario* was towing two rafts at the time.

The master of the *Tweed* stated that when he was steering his launch, he saw the *Rosario* on his starboard side, so crossed her bows. He had left the Sugar Refining Company's wharf, and was proceeding to the Douglas wharf.

In summing up Hon. Barnes-Lawrence said the *Tweed* was in error in not giving way to H.M.S. *Rosario*, which vessel, if she had not given way, would have been run into. The licence of the master of the *Tweed* was suspended for one month.

RECALTRANT SEAMEN PUNISHED.

5th inst. Before Hon. Captain L. Barnes-Lawrence, Marine Magistrate, this morning, Finlay Kerr, master of the British s.s. *Madura*, charged W. Doull, M. Munro, and W. Knell, able seamen, with wilfully disobeying his lawful commands on board the steamer on the 28th ult., and 5th inst. The Master of the s.s. *Madura* stated that on 28th ult. the defendants refused duty at 5.30 a.m. They had not been at work the previous day, and were absent without leave. Knell had been confined in the state-room on the previous day for refusing to work after returning from shore. Munro informed witness, on returning from shore, that he had hurt his back. Witness told him to go to the state-room where he would attend to it, but instead of doing so the man ran away forward, being then under the influence of drink. Witness went forward to bring the man aft, when the latter assumed a threatening attitude at first, but was finally induced by witness and the 2nd officer to go. Witness did nothing to him that day. Next morning the second officer went to the state-room at 5.30, and told the man to turn to, which he refused to do. At 9 a.m. witness went personally to him, and the man stated that he was quite willing to work, but was unable on account of his sore back. Witness gave him some medicine, and rubbed his back with opopodion and ordered him to remain in the state-room and rest. At 12.30 p.m. that day he saw the man having his dinner in the fore-cabin. He ordered him back to the state-room and he went. At 5.15 p.m. witness again found he had gone forward against his express orders. The man said he was now going to turn to, and he worked alright until arriving in port on the 4th inst. when he asked for leave to go on shore to see the shipping master. He was allowed to do so in the afternoon. On the 5th inst., on the boatwain turning the men to at 6 a.m., Munro refused the boatwain, and the 2nd officer, and afterwards when witness told him to turn to he again refused. With regard to Doull, early on the morning of the 21st ult. he refused to turn to and did no work all that day. At 8 p.m. when witness went forward to bring the man Munro aft, Doull assumed a threatening attitude, but was dissuaded by the others from molesting witness. He was to a certain extent, under the influence of liquor. Witness went to the state-room and had the man put in irons.

By the Court: They were lying in the harbour of Kutchinotai, at the time. There is no British Consul there, or any Europeans. Witness kept him in confinement until 5.30 the following morning, when he again refused duty. He was left until 8 a.m. or 9 a.m. when the ship was at sea. Then the 2nd officer told him to turn to and he again refused. He remained in confinement until 12.30 p.m. when he resumed work. He worked alright until the 5th inst. when he refused to do so at 5 a.m. when called by the boatwain, the 2nd officer and witness. He was given leave, with Munro and Knell, to see the Deputy Shipping-Master, and had done so work since. On the morning of the 27th ult. Knell, who had been absent the previous day without leave, turned to at 6 a.m. but at 7.30 a.m. he stopped and said he was determined to go on shore and would not work any more. Witness locked him up in the state-room where he remained until 5.30 the following morning, when the 2nd officer told him to turn to, and he refused. At 5 a.m. after the ship was at sea, he refused witness's order to turn to, and he was then taken out of the state-room and put in irons, and he remained so until at 12.30 p.m. he agreed to resume work, and did so until the morning of the 5th inst., when he again refused. The second officer corroborated.

COST OF WAR TO RUSSIA.

6th inst. The cost of the war to Russia is published in an elaborate statement, on the authority of the Ministry of Finance. From Feb. 9 to Aug. 3 (16) a sum of 27,500,000 roubles was assigned for the requirements of the campaign. Thus the extraordinary monthly expenditure has not exceeded an average of 41,000,000 roubles, or in our currency £4,387,000, which means a weekly outlay of £1,097,250. It is probable that with the extension of the mobilisation, and with the reinforcement of the army in the field, the expenditure will be increased. The recent new issue of bonds (known as the "Series") amounting to 150,000,000 roubles (£16,157,000), was made to meet the further extraordinary war expenditure. It is particularly pointed out by the Ministry of Finance that this last bond issue was made, not to cover expenditure already incurred, but to meet future expenditure. The sum of 27,500,000 roubles has been covered up to Aug. 3 (16) by the available cash in the Treasury, and by such sums from the Budget for 1904 which were made available by the reduction of certain items of that Budget to 300,000,000 roubles (£30,000,000). At present the available cash will be increased by the produce of the foreign (French) loan of 1,800,000,000 roubles (£180,000,000) and the bond issued of 150,000,000 roubles (£16,157,000). The Government will, therefore, have at its disposal over 450,000,000 roubles (£45,157,000), with the balance of the above-mentioned sum amounting to 300,000,000 roubles, for further war expenditure incurred from Aug. 3 (16), estimated to be sufficient to pay for another 9 or 13 months' campaigning. The only official Japanese statement covers the period from February to July. During those six months, the expenditure is stated to have been 200,000,000 yen, or £20,000,000. In round figures, the outlay is £3,333,333 per month and £33,333,333 per week, as against Russia's weekly bill of £1,097,250.

WATER RETURN.

Level and Storage of Water in Reservoirs on the 1st October.

	1903.	1904.
Tytam	2' 7" above overflow	2' 6" above overflow
Byewash	2' 7" above overflow	2' 5" above overflow
Pokfulam	0' 6" below overflow	1' 9" above overflow
Wong-nai-chung	0' 1" above overflow	1' 11" above overflow

STORAGE GALLONS.

	1903.	1904.
Tytam	407,780,000	407,000,000
Byewash	407,780,000	407,000,000
Pokfulam	64,830,000	64,830,000
Wong-nai-chung	30,456,000	33,199,000
Total	903,068,000	903,068,000

Consumption of Water in the City of Victoria and Hill District during the month of September.

	1903.	1904.
Estimated population	135,155,000	137,013,000
Estimated population	220,400	225,100
Consumption per head per day	20.1	20.4
Consumption of Water in Kowloon Peninsula during the month of September.	1903.	1904.
Estimated population	15,708,000	15,087,000
Estimated population	63,950	69,750
Consumption per head per day	6.3	6.3

The Government Analyst reports that the water is of excellent quality.

P. N. H. JONES, Water Authority.

DEATH OF CAPTAIN YOUNG.

POPULAR COMMANDER PASSES AWAY.

7th inst. It is with much regret that we have to announce that a telegram was received in town this afternoon by Mr. Newman Mumford, Lloyd representative in this Colony, announcing the death, at Singapore, of Captain James Young, late of Indo-China, S. N. Company's s.s. *Sulung*. It will be remembered by our readers that Captain Young was so seriously ill after leaving Hongkong on his last trip to Celebes, that on arrival at Singapore it was considered advisable that he should go ashore to a hospital. This he did, turning over the command of the *Sulung* to the Chief Officer, Mr.

MESSRS. SHEWAN, TOMES & CO.

NEW OFFICES.

A very pleasant little ceremony took place at the new offices of Messrs. Shewan, Tomes & Co., this morning. They had moved from their old premises to the new ones in St. George's Building, and the old time-honoured English custom of a "house-warming" was observed. The principals of the firm were there to receive their guests, and under the benign influence of a generous supply of champagne all were happy.

Mr. Shewan—the head of the firm—gave the only toast. He had evidently remembered the old axiom that "bravery is the soul of wit," for he merely said, "I give you the toast of the new office, gentlemen. May it be as successful to us as the old one. We are very pleased to see you."

It is needless to say that the toast was drunk with acclamation.

The new offices of the Company are much superior to the old, and the opinion universally expressed, was that there was a good place to work, for the premises were wide, long, lofty, and airy; and the guest who knew the tiny capacity of his own working place felt envious of the building he had just left.

Over a hundred guests attended the "house-warming," amongst them being the Hon. Sir C. Paul Chater, Mr. J. R. M. Smith and heads of many of the leading firms and companies in the Colony.

STOWAWAYS

AND THEIR ABETTORS.

ARTFUL DODGERS.

It will be remembered by our readers that, on the last voyage of the s.s. *Taiyuan* for Australia, leaving this port on the 30th of July last, and when one day out from here, seven stowaways were discovered on board of her hidden away in the coal-bunkers, and on nighting the *Taiyuan*, bound from Manila to Hongkong, the stowaways were transferred to her and brought back. They were charged and sentenced to nine months' hard labour, by Mr. Comptroller. The sequel took place today, when four of the *Taiyuan* were placed before Mr. Kemp, at the instance of Inspector Langley, and charged with unlawfully aiding and abetting the stowaways in obtaining passages on the steamer without the consent of the Captain or owners, and without paying for same. They were all sentenced to nine months' imprisonment with hard labour, the stowaways having been brought up under writs of *habeas corpus* to give evidence against them. But against the ringleader of the abettors was a further charge of impeding the progress of the *Taiyuan* while at sea. The case against him was that on the 1st inst., when nearing Hongkong, he instigated a fireman on board to raise the alarm that he had fallen overboard, while he actually went and hid in the coal-bunkers. The alarm was raised, and the cry of "man overboard" caused the captain to stop the vessel, lower a boat, and search for the man. In this, of course, they were unsuccessful, and after a while the boat was hauled up again and the vessel proceeded on her way to this harbour. But the captain was not altogether satisfied as to the genuineness of the alarm, and so before entering the port, he personally inspected the vessel and after a lengthy search found the "lost man" calmly enjoying a *dolce far niente* in the inky darkness of the coal-bunkers. He and his "alarmist" friend were sentenced to another six weeks' hard labour without the option of a fine. Captain Dawson, of the *Taiyuan*, pressed for the maximum penalty, as he would personally have been liable to a fine of £100 per head, or £200 in all.

SWATOW NOTES.

THE PROJECTED RAILROAD.

(From an Occasional Correspondent.)

Swatow, October 1.

The projected railway from here to Chauchou has already aroused the antagonism of the junkmen and their friends. They have woken up to the fact that, when completed, the line will be a serious menace to their livelihood. For more years than one would care to count, the junks have had the monopoly of carrying goods and produce up the river towards the interior, and it is only natural that their ire should be somewhat aroused when they see their living so greatly threatened. The new line has already been surveyed and flagged out; but no sooner are the little flags and posts planted than they mysteriously disappear in the night. It does not require much acumen to guess the culprits. The promoters, however, are determined that the scheme shall go through and work has been commenced. With the benevolent assistance of the Taotai, and the judicious tact of those in charge of the operations, it is believed that the hostility will soon die out. In the meantime, a great deal of solid, quiet work is being done, and all are sanguine that it will eventually be brought to a successful conclusion.

A STORM IN A TEACUP.

In this quiet, although busy outpost, we do not see much excitement; but a short time ago, there really was a stirring scene on the bund. An engineer from one of the vessels unloading took offence with one of the coolies and struck him heavily with his stick. He promptly retaliated by knocking the European down. Another engineer quickly came to the rescue, but before he could do anything was served likewise. In an instant there collected an angry crowd of coolies, and it was only by drawing revolvers that the two Europeans were able to return to their ship. By this time the bund was a seething mass of excited coolies clamouring for the men who had escaped. No sooner did the news of what had happened get to the men who were unloading the vessel than they struck in a body and made for the postern and the shore. For about three hours the ship was held up, the coolies shouting out bitter challenges to the two men to come ashore. For a little while things looked exceedingly ugly, as the Swatow coolies are by no means the nervous, cowardly individual seen in the southern ports, but usually standing not less than five feet ten inches in height, and muscular in proportion. Fortunately, however, by the influence of the Taotai, and some of the coolies' headmen, the angry crowd was quieted, and work resumed. But for a time, affairs were really serious. It is difficult to guess what might have happened had it developed into a riot, as Swatow is in the curious position of not possessing either a policeman or a soldier. "All's well that ends well," as one man in the Customs said to another, and after all, it provided a topic of conversation for at least a day, and in Swatow, we are thankful for small mercies.

Business is not so brisk here as it should be. So many ships have been purchased by the Japanese during the past few months that Swatow has naturally suffered both in imports and exports, and there is little prospect of its changing for the better for some time.

WITH THE BRITISH FLEET

IN NORTHERN WATERS.

(From Our Naval Correspondent.)

At Sea, off Weihaiwei, 27th Sept.

Coal dust has been filling the air for some weeks past, the collier *Merced*, which, by the way, may be considered our special vessel, having arrived and making a busy time in the bunkers. She is off shortly for Yokohama and returns with another load early next month. To give some idea of the work put in the following returns are forwarded. Vice-Admiral G. H. Noel concluding the report with the words, "Amphitrite swept collier; coaling of *Aldon* and *Vengeance* very creditable."

Ship	Date	Time Coaling	Tons taken in	Average per hour
<i>Merced</i>	7 Sept.	11 hrs. 30 m.	401	35
<i>Glory</i>	" 9 "	7 " 0 "	552	62
<i>Ocean</i>	" 9 "	6 " 52 "	607	88
<i>Aldon</i>	" 12 "	6 " 25 "	700	109
<i>Vengeance</i>	" 13 "	8 " 45 "	950	108
<i>Centurion</i>	" 13 "	6 " 23 "	454	73
<i>Cressy</i>	" 14 "	9 " 45 "	600	61
<i>Amphitrite</i>	" 14 "	5 " 5 "	134	26

PRIZE FIRING.

The ships of the fleet have now completed their light quick firing prize shooting, with 1, 6 and 12 pdrs., and although the results have not yet been made known there is reason for believing that a good average was maintained. It should be pointed out that this class of prize firing is for each individual ship and is not quoted against the other vessels. On the morning of the 10th the fleet steamed out from Weihai, as we term the three-barrelled name, to carry out battle firing, but went through a series of manoeuvres appertaining to engaging a fleet in action, followed by towing target practice for captains' guns and sight setters, with common tubes. In this latter exercise the fleet, in two parallel lines, steamed over a course oval in shape. Each ship tows a target which is fired at by the vessel on the opposite side of the line. It may thus be termed a preliminary course to battle firing in earnest when full charges and projectiles are used. This firing would have been carried out on the 10th had not the weather been rough with pretty high winds which, of course, the targets, with a large amount of canvas exposed on them, would have been unable to withstand. Upon the completion of manoeuvres the fleet went into the western entrance of the harbour and anchored pending better weather. Smaller targets have been laid out and small gun practice and cannon tube is being carried out.

NEWS FOR THE NAVY LEAGUE.

Whatever opinion may exist in some quarters regarding the efficiency of Great Britain's navy there is no fear of the China Squadron getting rusty, as the Admiral keeps the fleet on the move and, what is more, expends but a small quantity of coal during the manoeuvres. The latest telegrams of the war are posted up, and when the *Telegraph* comes along it is read with avidity both by the upper and lower decks. However, I am wandering from my subject, but may be pardoned for the digression. On the 21st we carried out battle firing, which, as you will have already gathered, is in reality a rehearsal of what actual warfare would be. The targets are laid out, and the ships doing the firing are led by another vessel, which is meant to indicate that the ship firing forms part of a division of ships. They are manoeuvred by signal and led by the vessels ahead. The conditions are that no much time is allowed, according to manoeuvre executed, the range has to be judged by the ships firing, together with the deflection wanted. The firing is usually started by a few single shots for the purpose of getting the range, and then all guns that can bear on the targets fire, each officer of groups and each captain of guns trying to adjust his firing according to the approaching or receding of the ship to the target. The distance at which the operation has usually commenced has been about 10,000 yards, and in a good many cases the extreme range of the guns has been employed. Nearly every conceivable tactic has been employed, and it is creditable to the ships of the fleet to be able to record the fact that, taken on the whole, the firing was good, notwithstanding that the weather was by no means favourable. The results have not yet been announced as the 23rd, after being anchored overnight, the fleet again proceeded to sea, and firing with the light Q.F. and heavy guns was carried out, the targets suffering severely as the weather was favourable and the shell fire very accurate. The shipboard literally tore up the wire meshes of the targets.

AT ANCHOR.

The Italian cruiser *Marco Polo* was sighted at sea during the forenoon, and on the fleet arriving at Weihai she was found already anchored, and visits were soon exchanged. A court martial was assembled on board the *Centurion* to try Mr. Burton, gunner, on a charge of incompetence while on duty, and, being found guilty, he was sentenced to lose three years' seniority and dismissed his ship. He was discharged to the *Hummer* on the 23rd. A second court martial has been held, this time aboard of H.M.S. *Cressy* for the purpose of trying J. Winer, stoker, for refusing duty and attempting to strike his superior officer. He was sentenced to twelve months' hard labour.

Football has already been started, results up to the present being as follows:—*Aldon* beat *Andromeda*, 6 to 1; *Vengeance* beat *Cressy*, 3 to 1; *Ocean* beat *Andromeda*, 3 to 1; *Amphitrite* beat *Lyall*, 4 to 0; and *Aldon* beat *Vengeance*, 5 to 1. Considering that the *Aldon* men have only just commenced they are very good indeed, and give promise of teaching the top of the league this year as easily, or better, than the old commissions.

Referring to sport, I should like to point out that an error crept into my report of the regatta. Instead of the *Glory* having won the Captain's and Officers' cups it should have been the *Vengeance*. A boxing tournament has been arranged, and was to have come off on the 24th, but had to be postponed until the Monday owing to the Admiral giving a dinner party that night. I have arranged for one of the sporting members to write a few lines, and have no doubt he will forward you an account.

A British steamer carrying dynamite arrived at Woussong on Hongkong. The dynamite is to be carried to Yokohama. The Commissioner of Customs at Shanghai stopped the dynamite going to Japan as it is contraband, but the British Minister at Peking, having protested against the ruling of the Commissioner of Customs at Shanghai, the Waiwupu after careful study of the matter decided that the dynamite can be sent away as the same had been shipped from abroad and not from a Chinese port. Capture by the Russians is at the risk of the shippers and there is no responsibility on the part of China. Sir Robert Hart had already instructed the Commissioner of Customs at Shanghai to that effect and to allow the dynamite to be sent away for Japan. —*Shanghai*

BOXING IN THE FLEET.

SPORT AT WEIHAIWEI.

(From a Correspondent.)

Weihaiwei, 28th September.

At eight o'clock last evening there was a meeting on the *Glory*, a boxing tournament having been arranged by the sporting men of the squadron. Capt. T. L. Shelford, R.N., filled the post of referee, and a capital official he made by encouraging the men to show their best form and seeing that the competitors broke away clean. He was the right man in the right place. Everyone was kept in good temper by silence during the progress of the rounds and fairly was evidenced on all sides. Capt. Shelford and officers of the *Glory* were among those present. It was noticed that J. Morgan, of the *Vengeance*, the present heavy weight champion of the China Station, and Halligan also of the *Vengeance*, the middle-weight champion, were at the ringside seconding the off-side corner. The judges were Lieut. A. S. Cautell and J. M. Smith, of the Royal Marines, the latter being gymnasium officer to the fleet.

CLOUSTON V. GILL.

The first bout was a three-round contest between Stoker Clouston and Stoker Gill, operations commencing lively with both men working hard. The round finished with a strong tussle, but upon getting together on the call of time Clouston took the lead. Although countered several times the round closed in his favour, both being slightly blown but up to the mark. On coming from their corners for the third time they were up to the scratch and sailed right into the business. Gill assumed the offensive which, had he kept it up, would have brought him equal on points. In the second minute of the round he overreached the mark and got a straight left from Clouston which put him in a somewhat dazed condition. This blow was quickly followed, and the bout, which proved a good contest, ended in favour of Clouston, and gained one of the three prizes that had been subscribed.

LITTLE V. MORLAND.

The next pair to don mittens was Little, A.B., and Morland, Ord., who stepped into the ring for a three-round go. They got together on the call of time and plenty of rough work was done on both sides, although Morland showed the best form in the opening of hostilities. In the second set to Little came in for a drubbing and gave signs of giving in, with the result that after a few heavy clumps found the decision given against him.

ROGERS V. WILKES.

The third bout, between Rogers and Wilkes, was full of interest, and although the former had the slight advantage of reach he met with a stubborn defence and continually countered, the judges having to be unusually smart in recording points. Several of the blows delivered should have been speedily finished the bout had they been sent home with sufficient force. Rogers led and Wilkes clinched at close quarters, but breaking clear they continued fighting hard until the call of time. In the second encounter Wilkes "bucked-up," and led with the right. In fact, both men, at this stage of the contest, appeared to have lost sight of the fact that Nature had provided them with a left hand which could be put to good account in the exercise of the "noble art." They used the left for feinting or tapping and confined attention to the right which they endeavoured to swing to advantage. Roger sent one in with the left, but failed to get home, and Wilkes, taking the opportunity afforded, landed a heavy swing on the head with the right quickly followed by a left half swing. He continued the attack and both men got decidedly mixed, only breaking clear as time was called, when Wilkes retired to his corner the better of the two. Upon turning up for the third round both seemed willing and quick. Wilkes led with a left swing on the right and right on the face, but being late in getting away received two left body blows, which made him soon show signs of distress, the bellows going wrong completely, and he was spar for breathing space. Wilkes seized the opportunity, followed his man up and kept hard at work, Rogers endeavouring to respond. He was out-classed, however, and Wilkes got the verdict. The bout was the subject of one of the three prizes.

A DIVERSION.

The fourth item of the programme was supplied by McCarrigan and Brattle, who gave an amusing impersonation of "Tired Tim," and "Weary Willie," respectively. They were specially attired for the occasion, and after going through their rounds the effect gave a decision in favour of both—and not a draw at that.

GRIFFIN V. GOODMAN.

Great interest was taken in this event as Griffin is looked upon as a coming man and big things are expected of him during the *Glory*'s commission. The first round opened with a determined attack by Goodman, who tried to rush his man but was stopped. Some of his blow got home, but was unavailing in not landing on the proper spot. It was sheer luck only that preserved Griffin from the attacks of Goodman, who would, had his blows been true, have knocked Griffin out. Both men were sparing as time was called. 2nd Round.—Griffin was more cautious and seemed to hook his left shoulder up to protect the point from right swings. Goodman was lacking in dash in his leads. In turn the men were driven to the ropes, Griffin putting in some good work and, following up his advantage, established a good lead in points. Goodman looked like giving up, but time being called he retired to his corner. The judges decided in favour of Griffin.

THE STAR BOUT.

Event No. 6 was a good bout, and considered the Star fight of the evening. It gained the first of the three prizes. The match was between Devision, A.B., and Anderson, A.B. Anderson in this 3-round contest was a lot the lighter man and was giving away over a stone to his opponent. The first round opened smart and quick, Anderson leading and making the fighting, Devision trying to keep him off with an almost straight arm left. This was a rather unique blow, delivered with a straight arm and jerk of the shoulder. At all events it served the purpose of keeping Anderson off. Anderson repeatedly attacked and was caught on the rebound. Devision, in turn, pressed, but did not obtain any advantage and the round closed with about equal points. 2nd round.—Both men ran out and got straight on to the work and blows rained fast, neither man caring what he received as long as his blows got home. Then followed a clinch, and on breaking away Devision led and maintained the advantage. Anderson having nearly shot his bolt. The round closed in favour of Devision. 3rd round.—Devision using his weight pressed the fighting, and Anderson tried to gain time, which he succeeded in doing to some advantage, as he rallied up and attacked in order. As one man retired he was pressed by his opponent and *vice versa*. Anderson showed signs of fatigue and Devision was not fresh enough to take advantage of the condition to give his man the final stroke. Both men were exchanging feeble blows as time was called. The contest began

well and finished well. Both men fighting all the three minutes of each round. The verdict was given to Devision.

GRIFFIN V. CURZON.

The concluding event of the programme was left to Griffin and Curzon, who, by the manner in which they opened the first round, showed that business, and business only, was meant. They appeared quite fit and got together without any unnecessary palaver. Curzon, who was distinguished by an eagle tattooed on his chest, swung savagely with the right, and Griffin showed that he, likewise, had good intentions with his right swing. He always fouled the mark, but succeeded in stopping some of the worst. He mixed it up with his opponent, but, alas! it was not to his benefit as he went to his corner rather groggy on time being called.—2nd Round. Curzon led, and the first exchange, Griffin failed to reach him and was dazed. Griffin bucked up and tried to lead, but was easily countered, and a straight left from Curzon, delivered on the diaphragm, doubled him up. His hands dropped and he went on his knees, but struggled to his feet, and, although to all intents and purposes, he was liable to his *coup-de-grace*, Curzon did not deliver it but stood watching his man, until Griffin's seconds took him to his corner. Curzon got the verdict on a knock out, with both men on their feet.

At some future date Devision, who won the sixth event of the evening, and also looks a light heavy-weight, may meet Morgan, of the *Vengeance*. Certain it is that we could do with many more evenings of a similar character as the one on Monday. All present enjoyed themselves and remarked upon the game fighting witnessed.

CHINESE QUACKERY.

THE NEEDLE CURE!

A Chinaman walked into No. 7 Police Station yesterday and stated that he had been subjected to treatment by a Chinese "doctor" for some unknown disease, which he was frightened into believing he had contracted, and that he was suffering from a sore neck in consequence. Inspector Collett immediately investigated the matter and a strange tale was unfolded. It would appear that the "patient" was walking along Des Voeux Road when a strange Chinaman accosted him, and told him he was looking very ill; that he was breathing too quickly, and that he must see a doctor at once. The man was scared out of any proper semblance of wit he possessed, and allowed the "good Samaritan," as he believed him to be, to take him to a "doctor." The latter told him he was very ill and his quick breathing must be stopped. In order to do this he took an ordinary sewing needle and ran it into the hollow part of his "patient's" neck, up to the very tip. He then gave him a bottle of medicine and told him to take that, and when it was finished the needle would come out. The man was then asked to pay \$3.50 for "professional medical services," which he refused to do. Finding the needle did not come out after taking the "medicine" he went to the police station and reported the occurrence. Inspector Collett then went with him to the house of the "doctor," and upon learning the cause of the visit, the latter rubbed some powder on the neck, and pulled the needle out again, and then told the man that as he was not satisfied with his treatment he could have his money back, and returned to him his \$3.50. At the house of the "medical practitioner" a number of medical works were found, but no certificate, diploma, or any kind of paper licensing the man to practice medicine. This surely requires investigation.

FREE FIGHT ON THE

"GLENOGLE"

CHINAMAN KILLED.

When the s.s. *Glenogle*, Captain Larkins, arrived from Singapore on the 2nd inst., she was observed to be flying the police flag, and Inspector Langley of the Water Police at once boarded her to learn the trouble. From the report made by the captain it was then learned that, the day before she arrived in this harbour, a quarrel broke out between some of the Chinese passengers and the Chinese crew of the vessel over the cooking of their food, and a free fight ensued. The combatants seized everything that was handy, and missiles of all sorts—pots, pans, bowls and dishes—were soon flying about the deck, while some of the crew brandished heavier articles, with which, however, they did no particular "bodily injury." But in the general *mélée* that ensued one of the Chinese passengers, who was sleeping, on one of the hatches, was struck on the head with an earthenware bowl, which inflicted a wound from which he became unconscious. On arrival the next day the injured man was taken charge of by the police and removed to the Government Civil Hospital, where he subsequently died from the effects of a fractured skull. The matter is now under investigation by the Water Police, though no arrests have, at present, been made, owing to the large number participating in the fight.

S. C. FARNHAM, BOYD & CO., LD.

THE RECONSTRUCTION SCHEME CARRIED.

An extraordinary general meeting of the members of this Company was held at the head office, Broadway, on 26th ult., to consider a proposal to purchase the company's business and undertaking by a new company to be formed and registered in London. The meeting excited great interest and the attendance was very large, says the *N. C. D. News*. Over 30,000 shares were represented. Mr. J. R. Twentyman presided. The Chairman—Before commencing with the business of this meeting, I should like to explain to you that so many shares have been sent in at the last moment for transfer, that it has been impossible to get them completed before the meeting. The clerk in charge of this department worked yesterday (Sunday) to try and accomplish this. Under the circumstances, we hope you will agree to allow these gentlemen, who have not been registered, to vote on the shares they have purchased, which we have been unable to register. If they are against the interests of this Company to do so, but we think it is a spirit of fairness which we trust you will not object to being adopted by the Directors. No objection was taken to this suggestion, which was accordingly acted upon. The Secretary then read the notice convening the meeting. The Chairman—We have over 30,000 shares here represented and might as well begin. This meeting has been called with the special object of obtaining your consent for the disposal of the business as set forth in the circular now in your possession, and with your permission we will consider it as read. The proposal in its present form seems to us to offer you sufficient inducement to justify your acceptance. You are no doubt aware of the difficulties connected with the conducting of a business like this by telegraph; hence the desire

for your co-operation before any agreement is entered into. The Articles of Association enable us to enter into an agreement, but in this case we decided to have your acceptance of the conditions before entering into anything definite or binding. It is proposed to make the nominal capital of the Company £1,200,000 sterling; any more money which may be required will be raised by debentures in London at 5 per cent per annum. After the sale of this Company to the new Company, it is proposed to form another Company to take over the Old Dock and a portion of the land between the Cosmopolitan and International Docks at a valuation for wharf and godown accommodation. You will be made acquainted with all such proposals later on. We understand the proposed London Board of Directors are people of financial standing; it therefore seems obvious they would never go in for such an undertaking without a prospect of getting something out of the transaction. The shareholders are masters of the situation and will always have the same power they have hitherto possessed, providing they continue to hold the majority of the shares. The Directors who are largely interested in the business are not likely to sell the undertaking which has proved such a valuable investment to them, without being sure of the benefits to be derived therefrom. The shareholders may therefore feel certain that everything will be fully considered before the agreement is signed. The conditions of the purchase are that the management in Shanghai remains the same as hitherto. (Applause.) There are two other points we wish to call your attention to. The first is after increasing the capital you are still within range of dividends from the present earning power. By extending the business you are in a position to increase the earning power and if the wharf scheme is carried out, it seems to us, the shareholders should be in a very good financial position. Although this is brought before you for acceptance, it is by no means "un fait accompli," but we have no reason to suppose the parties with whom we are dealing will withdraw. We regret we are unable at the present to give you more details, but these will be provided later on. Before putting the resolution we shall be pleased to have your views on the subject.

On the suggestion of Mr. Weir, a plan showing the proposals in regard to the land between the International and Cosmopolitan Docks was hung behind the Chairman, who briefly explained it.

Mr. Geo. Butler—It should be asked one question. We are called here to consider a certain proposal; do I understand it is a definite offer?

The Chairman—So far as that goes, it is a definite offer. But the conditions may be such that when I get to London and understand them fully, I may not be able to recommend the shareholders to accept them. It is very difficult to conduct a business like this by telegraph, and it may be that we could not accept the terms, but on the face of it, it looks all right.

Mr. Butler—As you understand it, it is a definite offer?

The Chairman—Yes. Hitherto the Directors have always signed these contracts before calling the shareholders together. In the case of the purchase of the International Dock, and of Boyd and Company, we signed the contracts and then got our action confirmed. But this transaction is of such large proportions that I considered it my duty to advise my colleagues to agree in summoning a meeting of the shareholders before we decided to sign the contract.

Mr. Brodie A. Clarke proposed and Mr. E. O. Arbuthnot seconded: That the Directors be and they are hereby empowered to enter into an Agreement having for its object the sale by this Company of its property and business to a new Company to be formed and registered in London.

Mr. A. L. Anderson—I beg to propose an amendment. You have stated, Sir, that the conditions of the sale are not definitely laid down, and that they might be such that you could not recommend the shareholders to accept them. If we pass this resolution we bind ourselves to accept such conditions as you and your colleagues may think favourable. (Hear, hear.) I noticed just now expressions of opinion, of favourable opinion, when you stated that the management would remain in Shanghai. I think we might add that as a rider to the resolution, and I will move it as an amendment, and I shall be glad if someone will second it. My amendment is to add the following words:—

Provided that the head office of the new company shall always be in Shanghai and that the management shall always be in Shanghai.

Mr. C. P. Allan seconded.

The Chairman—I have much pleasure in putting the amendment proposed by Mr. Anderson and seconded by Mr. Allan before the meeting. I only want to say this about it, that I am sure the people at home won't put their money into this business if we have the head office here. If they place the management in our hands they have conceded a great deal, after paying the large sum of £12,100, per share, besides the sixteen fully paid-up shares in the new company. To expect that they will concede the head office to Shanghai as well is, I think, too much. Still I am pleased to put the amendment, and the Directors will be just as satisfied whether that or the original proposition is carried. We want you to be satisfied, and if you are satisfied we shall be, though we are perhaps the most interested. The amendment was put and fifteen hands were counted in favour of it. Against it was a very large majority. The Chairman declared the amendment lost, amid loud applause. The original motion was put and declared carried, very few hands being held up against it. The Chairman—I thank you for the confidence shown in the Directors. It won't be misplaced; I can tell you that much. Mr. Allan—May I demand a poll? The Chairman—Yes, if the room supports you, but I think it so conclusive— There were several ones of "No, no" and the Chairman proceeded to the next resolution, which was declared carried. Mr. Allan had remained standing and now said—Am I to have a poll? The Chairman—You can't demand a poll alone. Mr. A. L. Anderson—I will be pleased to second the application. The Chairman—(after consulting the legal adviser)—Mr. Platt says it will satisfy them and don't think the others present will object. Several proposals were made in regard to the manner the poll should be taken and a good deal of wit was expended over the objections. It was finally decided that the poll would be on the original motion (not on the amendment), and that those who were against it would stand up and give their names. This was done. The Chairman—There are 2,830 shares represented against the motion; I think there are 28,000 about for it. Will that satisfy you, Mr. Allan? Mr. Allan—I think that is quite sufficient. The Chairman—I may add that the opponents of the motion were given the full benefit of any shares which have not yet been fully registered as transferred. The other proposals are chiefly formal.

Mr. T. Weir proposed, Mr. W. S. Jackson seconded, and it was carried nem. con.— That as soon as the sale of the Company's property and business to such new Company has been completed, the present Company be wound up voluntarily. This resolution had already been carried before the poll. Mr. T. Weir proposed, Mr. Marcus Wolf seconded, and it was carried nem. con.— That the Board of the Company be and they are hereby appointed Liquidators for the purpose of such winding-up, with power to divide the assets of the Company among the contributors in specie. The Chairman—That is all the business, gentlemen. I hope the result will be successful and thank you for your attendance. The meeting then ended.

A CRITICISM.

Following is a letter printed in the *N. C. D. News* on the 26th ult., above the nom de plume of "Enquirer":— Sir,—With reference to the meeting called by the Directors of S. C. Farnham, Boyd & Co., Ltd., for the 26th inst., it seems to me that the circular requires the very careful consideration of all who are interested in the Company. It will be observed from the wording of the Circular that nothing in the form of an offer has been received. This means that under certain conditions a proposal may eventuate into something, as to which the shareholders are entirely ignorant. I append below various details which it would be to the interest of all shareholders to take into consideration before they vote away their property, which is at the moment of a certain value, for a return the value of which is undetermined.

All that the "proposal" gives definitely is that each shareholder will receive a cash return for the par value of his stock. In addition to this he receives scrip of the nominal value of £16, but the actual market, or investor's value of the paper, will depend entirely upon the proportion that this bears to the capital of the proposed new Company. No doubt the capital of the old Company will be less than that of the new. This is practically what is ordinarily termed "watering the stock," and unless the new Company can increase its earnings, there is nothing, as far as present shareholders are concerned, to be gained in so doing.

It would materially clear the atmosphere if at the meeting the shareholders were to receive clear and straightforward answers to the following questions:—

When were the negotiations for the sale of the property commenced? Why the shareholders were not informed of such negotiations at the last General Meeting, on the 19th July, 1904? Why this information was given to a few brokers, and withheld from the general body of shareholders? What is to be the capital of the new Company, in which the present shareholders are asked to invest seven million tales? The earning power of the present Company, during the past three years, has been as follows:—

Year ending 30th April 1904	Tales
" " " 1903	717,428.96
" " " 1902	910,973.92
" " " 1901	1,697,463.56
The book value of the property to be taken over by the new Company was, on the 30th April, 1904, Tales 6,101,281.60, for which it is proposed to pay to the present shareholders	
Cash	Tales 5,520,000
Shares in the new Company	7,065,000
Making a total of Tales 12,585,000	
The following items are not included in the book value of the property, as stated above, viz:—	
ASSETS.	Tales
Shares in public com.	14,568.29
Sundry debtors	455,964.70
Cash in hand	3,983.57
Total Assets, Tales	474,516.56
LIABILITIES.	
Uncollected dividends	Tales 35,307.00
Sundry creditors	488,937.98
Total Liabilities, Tales	524,244.98

The market value of the new shares would depend upon the total amount of capital involved, and the earning powers of the new Company; but for the sake of argument and comparison we will assume the capital to be fixed at £2,000,000, or Tales 16,000,000, and given double the present earning power, or say a yearly net profit of Tales 1,444,000, this would allow of a dividend of about 8 or 9 per cent; and taking the actual market value of the stock as Tales 12,585,000, the shares would stand to cost Tales 80, or £16, as against £16, the face value; therefore a dividend of 8 per cent on £16.57 would represent 12 per cent on our capital of £10. The question naturally arises, "Where is all the new business to come from, to enable the new Company to double the earning power of the old Company?"

AND IS DOCKED.

Peking, 23rd September.

An agreement has been concluded between the Portuguese Minister and Mr. Cheng Hsuan-hua to the effect that the railway between Canton and Macao will be laid down jointly with the Portuguese and on the condition that a Chinese Tax Office and Freight Inspection Office be established at the station at Macao. *Shanghai Mercury*.

THE RUNNING OF ARMS

FROM HONGKONG.

In a recent issue of the *Eastern Times* was stated that Viceroy Tsen Chuan-shan Canton had informed the Wai Wu Yu that salt-bomb laden with 120 rifles and 6 boxes of ammunition had been captured while in the act of giving the Kwangsi rebels military supplies. The boat sailed from Hongkong (Kwangsi), and according to the report, the Viceroy requested. In view of this fact the German Minister at Peking that hereafter no German merchants should be allowed to sell any military weapons to any Chinese with the sanction of the authorities. It was noted that the German Minister had been satisfied accordingly. We understand that inquiries have been made into the assertions contained in the report as the result of which it is now officially announced that there is absolutely no truth whatever in the assertions, the Wai Wu Po having denied all knowledge of the matter.

PRIZE COURT DECISIONS.

HEAVY LOSS TO CHINESE.

As already reported in these columns, portion of the cargoes of the steamers *Hsi-ping* and *Peiping* belonging to the Kaiping Colliery Company, which were recently captured by the *Hongkong Marine*, have been declared contraband by the Saseho Prize Court and confiscated. Many of the owners of these goods have sent in petitions for the release of the cargoes. Mr. Sakurai, barrister of Kobe, has been retained by five Chinese firms who are the owners of Mexican dollars value \$300,000, which were carried by the two steamers, and which have been decided a law prize by the Court. Mr. Sakurai is now at Saseho conducting these cases. — *Kobe Chronicle*.

NEW OPEN PORT.

Tongchow (Southern) is a very important industrial centre near Shanghai on the Yangtze and there is a custom mill, besides large quantities of cargo imported and exported. The local magnate Chang has conspired with foreigners concerned to open the port to foreign trade and to have a branch of the Maritime Customs to develop the prosperity of the port. Now a proper road has been laid a wharf, hulk, as well as necessary building ready for the Customs to be established has been properly built there. It is now reported that a branch office of the Maritime Customs of Shanghai will be established at the port. The Commissioner of Customs at Shanghai has despatched a deputy to prepare for such establishment and the opening of the port is soon to be officially promulgated. — *Universal Gazette*.

THE REV. PEARCE AND THE CHINESE LABOUR ORDINANCE.

There were no severer or more malignant critics of the Government of the late President Kruger than the missionaries. None did more than they to invest the war with the character of a crusade for the deliverance of the natives and the stranger from the oppression of a cruel and corrupt oligarchy. None, it might therefore be thought, would naturally be more bitterly disillusioned or more heartily ashamed of its fruits. It might have been supposed that the missionaries would have been among the foremost to protest against the substitution of another oligarchy, as close, more extensive and far less capable, for the Kruger régime, which might have been thought, at any rate, that they would have exclaimed against the proposal of the Government to show its zeal to free natives from oppression by the establishment of an organised Asiatic serfdom, recognised only by its assumed servility. These considerations give to an article on the Chinese labour question, which appears in the current *Chronicle of the London Missionary Society*, an interest and a value which it certainly does not otherwise possess.

The writer (the Rev. W. W. Pearce, of Hongkong) opens his article with the quotation "My poverty but not my will consents"; he declares to furnish "a sufficiently close analogy" to the situation between mineowner and coolie. "The poverty, it is perhaps necessary to state," observes the *Morning Leader*, "that of the Chinese" not of the mineowner; though the first sentence, "Two hundred thousand Chinese coolies are needed to work gold mines of the Transvaal," suggests, of course, "There follows a lurid account of the poverty of the average Chinese mine, and of the admirable arrangements made at Hongkong for their accommodation." "Up to the degradation," observes Mr. Pearce, "in a society of astonishment at the importers' ill-treatment."

"Everyone may, in the intervals of his parades, and inspections, go where he pleases. Those recruited under a false impression at liberty to return home, and rejected applicants are paid travelling expenses from Hongkong to their villages."

We would merely make two observations on this. Firstly, it is the "reflected applicant" — those recruited under a false impression — who have their travelling expenses home; secondly, we have to say that Mr. Pearce's statement that the average coolie is miserably poor.

But, indeed, Mr. Pearce makes no statement about the possibilities of a systematic operation, such as not even a missionary might admit.

- (1) that the "emigrating coolie takes the step in his new career at the bidding of his kindfolk and clannemen";
- (2) that "it is not for any one to affirm force or guile are never used in any way to procure Chinese labour for foreign enterprises";
- (3) that "the point at which slavery enters is in the control exercised in settlements and mines."

He thinks (rightly, we must deem, sufficiently) important to suggest the necessity of some Chinese consuls with the coolies. He thinks that it is "most certain" that the Chinese labour will be "more or less the work of the vicissitudes." And he thinks that Chinese labour will be of large and valuable advantage both to South Africa and to the Chinese mining industry, hence the sacred reward of his gold, and leaving in Africa the fruit of his labour in the sweet watering of the mines.

MR. T. C. Barlow, solicitor, for Mr. H. F. Holmes, appeared before Mr. Wolfson Thursday at the Magistracy, on behalf of a young Chinese clerk, lately in the employ of the E. E. and A. Telegraph Co., to prosecute a European from that office for assault. It was stated that on the 23rd inst., defendant went to plaintiff and asked him to roll up some wire slips; he was working at that time, and said he would do so as soon as he had time. The defendant came back twice later to see if the work was done, and finding the wire still unrolled, he told plaintiff, if he was too busy to do the work required, himself, to tell someone else to do it. He told another clerk, and a few minutes later defendant returned and seized the work wire still undone, struck plaintiff on the face, asking him what he meant by disobeying orders. Defendant then got up and said, "Are you not a gentleman?" Then he said, "You strike me!" when defendant gave him another slap in the side of the jaw. The Chinese clerk then in evoked and prevented any further assault being committed, and plaintiff reported the matter to the manager. On account of this trouble plaintiff had had to resign.—For the defence it was stated by another employee of the Company that he had never struck plaintiff on account of the wire language; the latter used to him, and other employees testified to the same effect.—H. H. Worsley: limited.

1940-1941

The *Japan Daily Mail* makes the preposterous statement that there was no steam communication available with Changsha until the vessels of the Japanese Hunan Steamship Company began to run. As a matter of fact, the Japanese only followed in the footsteps of the older steamship companies, who showed them the way.

It was recently reported in Paris that news had been received from Saigon to the effect that 75 convicts belonging to the prison of that place, while being transported in a large steam-launch to some outlying marine masonry works, suddenly revolted. They seized the vessel, killed the crew and the warders, and then, made off. No trace of the steamer has since been seen.

It was their own Korean magistrate that the rioters at Si Heung attacked and then burnt alive with his son and his secretary. Twenty-five Japanese working on the railway attempted to save him, but the mob killed two of them and wounded four. The magistrate subsequently telegraphed that his son and two Japanese had been killed. Later reports, however, confirm the news of the magistrate's death.

Mr. (Shanghai Mercury) hear on very good authority that the Ping fleet, belonging to the C. E. and M. Company are all going to be sold. The *Flying* has been sold to a German firm in Tientsin, and the *Peking* to Mr. Verner of the same port. It seems rather strange to sell these boats which are so suited for the northern trade; most of them being able to carry 1,000 to 1,100 tons of cargo right up to the Tientsin Bund.

This Iyo Railway Company, which is reclaiming land from the sea at Takahama, has offered to employ on this work some thirty of the Russian prisoners now at Matsuyama, and to pay a wage of 25 sen per day. If the men are found satisfactory, 200 to 300 will then be employed at about 35 sen a day. Mr. Inouye, President of the company, has made application for permission to employ the prisoners, and the matter has been referred to the authorities in Tokyo.

Inspector Williamson charged two Chinese with attempting to obtain money by false pretences by offering a bangle, mounted in brass and washed with gold, for pawn in a shop at Aberdeen. When the pawn-broker told them it was brass, they reduced their first demand for \$30, saying in that case he could have the bangle for \$24. Mr. Kemp remanded the case for further evidence, bail being fixed at \$200 each. Mr. Master, Messrs. Johnston Stokes and Master, appeared for the defence.

A CHINESE clerk, in the employ of Messrs. Douglas Laiprak and Company, prepared a feast for himself and friends on Monday, and for the *place de resistance* purchased a goose for \$1.20. On his way home the goose got loose and ran into the water, and a boat-man, whose cupid had been aroused, went after it and prepared to have a feast himself. When the owner went for his goose he found it already dead and plucked. The boat-man went to one month's hard labour and four hours' stocks.

The Hongkong Football Club opened the season at Happy Valley on Monday evening, with a couple of games in the six-a-side football contest. Gray's team beat Ansett's team by two points to one, while Sandford's team put Boyd's string out of commission by the narrow margin of one goal to love. The usual rules were in force, but it could not truthfully be stated that any of the players showed form or condition. The contest is continued this evening with Boyd v. Knyvett, and Williams v. Rutherford.

The Hon. secretary of the Hongkong Cricket League, informs us that entries for the League Competition closed on the 3rd, September. The following Clubs have entered—Army Ordnance Recreation Club, Civil Service Cricket Club, Hongkong Cricket Club "A," "B," "C," Craigiepower C. C., Royal Engineers R. C., Royal Army Medical Corps, Parness C. C., Hongkong Police R. C., Kowloon C. C., 3rd Co., R. G. A. and the Hongkong Singapore Battalion R. G. A. A meeting of the Clubs' representatives will be held at an early date to arrange fixtures, etc., for the season.

The Yueh-Han Railway, or Canton-Hankow line, according to the *Universal Gazette* will probably revert to American hands again. That paper states that a wealthy American is anxious to construct this railway and has been in communication with certain Hunan gentry and notables on the subject. The latter have therefore petitioned the Waiwupai, asking that Wu Ting-fang be appointed to take up the matter and revoke all former contracts concerning the railway. The Hunanese gentry also say that the wealthy American in question is well-known to both President Roosevelt and his cabinet as well as to Wu Ting-fang himself.

The Peiyang cruiser *Ballien*, which sunk some months ago outside Woosung, is now to be raised by a German firm in Shanghai; all the arms have been raised under the supervision of Commander Liu of the ill-fated cruiser. These arms having been in the water for a long time need repairs which are now to be made by instructions of Victory Yuen Shih-ai, at the Kiangnan Arsenal under the supervision of Admiral Sah. As Admiral Sah has another important mission, Mr. Hackman, the German attaché of H. E. T. H. Liang, has been ordered to superintend the work.—*Sinwupai*.

The Shanghai branch of the Trade Marks Registration Bureau will be opened on the 23rd October and the Shanghai Taotai has been notified by the Board of Commercial Affairs that the head office of the said Bureau in Peking will also be opened on the same day and the Shanghai branch should not fail to commence work on the same day. Taotai Yuen has already intimated the matter to Mr. Hobson, the Commissioner of Maritime Customs of Shanghai, and attached one of the officials of the Yamen, who was in charge of the matter, to the Commissioner of Customs to assist with it.—*Shanghai Mercury*.

As present various demands have been presented to the Chinese Government by such countries as Russia, France and Germany. The Russian Minister has declared that, after the conclusion of the war, the Chinese Government would be required to pay a large sum of money, with reference to the Chiao Incident, so far as the neutrality of China is concerned, that Russian interpreters would be appointed to every town and district throughout China, and that China would be called to account for the Port Arthur, Chingwang, and Viakow (New Changhai) further, that there would be negotiations with China in regard to the Manchurian Eastern Railway, etc. The French Minister demands that cargo from Saigon and Yenchow as those from Indo-China to Kwangsi, should all be exempt from duty. The Chinese merchants, having been bribed by the Belgian capitalists, are working together with the object of effecting the construction of the railway between Shanghai and Changsha; Hondo, it can be foreseen that there will be many diplomatic troubles in Peking before long.—*Kathin Times*.

The *s.s. Winford*, belonging to the Standard Oil Company, went ashore at Vagosto Cape during the night of the 2nd inst. It appears that the steamer at the time was in tow, but broke loose from the tug. The Shanghai Tug and Lighter Company were advised of the mishap, and at once sent two powerful tugs to the vessel's assistance. A third was subsequently sent away, and the latest report is to the effect that the combined efforts of the Tug and Lighter Company's towboats are likely to be successful.

The *Nagasaki Press* states that the steamers which are now being built or arranged to be constructed at the Mitsui Bishi Dockyard and Engine Works, Nagasaki, are eight in number. They comprise the *Tango Maru* for the Nippon Yusen Kaisha's Seattle service, the *Mitsui* Russian Kaisha's collier *Chokaku Maru*, the two ferry boats to be used in the steamship intermediary service of the Sanyo railway between Fusan and Shimonoseki, and four other vessels for the Osaka Shosen Kaisha's Osaka-Chemulpo and South China services. The *Tango Maru*, about 6,000 tons gross, is expected to be launched from the Tategami yard in November next.

It will be interesting to old-time seafaring men in the China coast to learn that the *Baltic*, the lastest steamship afloat, is commanded by Captain E. I. Smith, who was a chief officer of the Occidental and Oriental liners running out of San Francisco some years ago. Her chief engineer also is J. Boyle, who was second engineer of the *Galle* and *Arabia* out of that port. The *Baltic* is the largest steamer in existence, having a length of 725 feet 9 inches, with a breadth of 75 feet and depth of 49 feet. Her gross tonnage is 24,000, and her cargo capacity 28,000 tons. Three thousand passengers, besides the crew of 350, will be carried by this latest of the White Star liners.

The steamers *Independent*, *Prometheus* and *Prophet*, which the Osaka Shosen Kaisha lately released from charter, have now been hired for the service of the Nippon Yusen Kaisha. The *Independent* and the *Prometheus* will be placed on the North China line, while the *Prophet* is to be employed on the Hokkaido service.—Mr. Kinukawa of Kobe, has now purchased the Russian steamer *Jermond* from Messrs. Watts, Watts and Company of London. She was constructed by Messrs. C. Mitchell and Company at Newcastle in 1878, and is of 1,430 gross and 910 reg. tons.—A Norwegian steamer of 2,602 tons gross, built in 1886, has been sold to Mr. Makino of Kobe.—*Nagasaki Press*.

FREDERICK A. Linton, a seaman, unemployed and living at the Sailors' Home, was on Thursday arraigned before Mr. Kemp, charged with stealing a coat, cap, and belt belonging to Karl Stadler, also an inmate of the Home. Several other sailors gave evidence as to waking up in the night, between 2 and 3 o'clock, and seeing the accused moving about the room, and finally go downstairs with a dark jacket in his hand, which complainant said was his.—Defendant said it was his own jacket, and he was taking it down to wash it, as he was expecting to "sign on" on the *s.s. Kentmere* to-day, and did not want to take any dirty clothes on board. Fourteen days' hard labour.

The arrangements for military reliefs between home, the Colonies, Egypt, and India up to April were announced on 2nd ult. from the War Office. The *Dilwara*, leaving Southampton on November 21, will take Nos. 87 and 88 Companies Royal Garrison Artillery from Ceylon to Hongkong, as well as drafts to Ceylon, Singapore, and Hongkong; and will also move Nos. 78 and 80 Companies Royal Garrison Artillery from Hongkong to Singapore, and Nos. 62 and 64 from Singapore to Bombay. The *Avoca*, Bombay, will move the 2nd West Kent from Ceylon to Hongkong and Tientsin, the 1st Sherwood Foresters from Hongkong to Singapore, and the 1st Manchester from Singapore to Calcutta.

PRINCE Carl Anton of Hohenzollern visited the General Staff Office at Tokyo and has had a conversation with Marquis Yamagata, Superintendent of the General Staff Office, and other high officers. The Prince then returned to the Detached Palace at Shiba, leaving it later for the Imperial Palace. He was received in audience by the Emperor and Empress, with whom he lunched. He returned to his temporary residence at 2 in the afternoon and, later in the day, visited Prince Fushimi, Ariyagawa, and Yamashina (junior). Subsequently Prince Carl had some photographs taken by Maruki Riyo, and inspected some pictures painted by the distinguished Japanese women artists, Noguchi Shobin and Noguchi Shokei.

ONLY to the Japanese could the idea have occurred of having a spare Togo. It appears that there are two admirals of that name, the less famous one being a rear-admiral in his Emperor's service. He has his compensation for the glory of his celebrated namesake, however, if the London correspondent of *The Manchester Guardian* is truly informed. He states that the portraits of Admiral Togo which have been appearing in the illustrated papers everywhere are those of the rear-admiral, not those of the hero of Port Arthur. It does not matter much, since to the as yet untrained perceptions of the average European one Japanese admiral is very like another. But it is a little humiliating to think we have all been feasting our eyes on the portrait of a Togo who is nobody in particular.

A FEW days ago a poultry dealer in Wanchai Market gave his *foi* \$35.50 and told him to go over to the New Territory and buy chickens for the market. The *foi* went, and after a few days he did not return, report of the matter was made to Inspector Gault of No. 2 police station, with the result that the *foi* was arrested in Wanchai. Placed before Mr. Kemp this morning he had nothing to say, beyond admitting that he had spent the money in "a good time holiday" for himself. A somewhat similar case was that of a *foi* of a fishmonger in the same market, who was given \$35 to buy fish in Kowloon City, and never appeared again until after a report had been made. He will spend six weeks' hard labour in Victoria gaol.

THE Police Judge (Mr. T. Setcombe Smith), was engaged on Thursday in the unravelling of a most complicated Chinese claim to recover \$45,116. Cheuk Wai Tong and others, merchants of Chinkiang, were the plaintiffs, and Fung Tsu Tong and others, merchants of Hongkong, were the defendants. Mrs. Gao (Maeau, Wilkinson and Gibson) was for the plaintiffs, and Mr. P. W. Golding defended. It seemed that the parties had carried on an extensive business together, but a dispute in regard to the partnership in the plaintiffs' business had necessitated the action. It was stated that there were very many partners in the business, some of them being old men and women in the interior. A case was pending in original jurisdiction. Many figures were introduced showing the transactions between the parties. The further hearing was adjourned till Saturday morning.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to include later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
				RESERVE.				
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$7,000,000 \$250,000 \$175,533 \$19,978	\$1,492,554	Div. of £1.10 @ exchange 1/9 15/16 \$16.41 for first half-year 1904	64 %	\$650 ss. & b. London £ 67
National Bank of China, Limited.	99,995	£7	£7	\$175,533 \$19,978	\$1,668	\$2 (London 3/6) for 1903	51 %	\$50 buyers
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000 \$500,143 \$764,445 \$500,872 \$151,992 \$33,342 \$24,158	\$1,959,926	\$32 for 1902	5 %	\$610 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$1,750,000 \$500,143 \$764,445 \$500,872 \$151,992 \$33,342 \$24,158	NIL	\$4 for year ended 30.4.1903	64 %	\$61
North China Insurance Company, Limited	10,000	£15	£5	Tls. 500,000 Tls. 31,850	Tls. 271,589	Interim of 10/- a/c 1903		Tls. 7 1/2 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$50	\$700,000 \$37,794	\$486,284	\$12 for 1903	61 %	\$140
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,300,000 \$50,000	\$110,551	\$15 for 1902	64 %	\$265 buyers
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,700,288 \$1,000,000	\$371,110	\$22 1/2 for 1902	64 %	\$332 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$70	\$1,000,000 \$125,073 \$5,501	\$329,017	\$6 dividend & \$1 bonus for 1902	8 %	\$87 buyers
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$250,000 \$600,000 \$157,555	\$16,362	\$14 for first half-year 1904	104 %	\$29 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$205,000 £100,000	£5,853	10/- for 1903	5 %	\$131
China and Manila Steamship Company, Limited	30,000	\$50	\$50	none	Dr. \$63,123	\$5 for 1900		\$26
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000 \$80,925	NIL	\$3 for year ended 30.6.1903	64 %	\$32
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$600,000 \$15,093	\$1,287	{ \$1.80 & b. 40 cts \$0.90 & b. 20 cts } for year ending 30.4.04	31 %	\$41
Straits Steamship Company, Limited	5,000	\$100	\$100	\$400,000 \$21,075 \$18,000 \$130,153	\$33,648	\$5 for 2nd 4-year making \$13 for 1903	84 %	\$145 sellers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	\$400,000 Tls. 98,000	£19,555	Interim of 1/- (Coupon No. 4) for 1903	6 %	25/-
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	Tls. 201,614	Tls. 865	Interim of Tls. 1 1/2 for 1904	10 %	Tls. 30
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904	8 %	Tls. 64 buyers Tls. 45 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Interim of \$5 for 1904		\$245
Luxor Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897	44 %	\$6
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 2 1/2 for year ending 30.6.03		Tls. 60 buyers
MINING.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,622	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903		\$490
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	£4,871	Dr. £7,236	No. 12 of 1/-		\$64 sales
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£40,000	£7,820	No. 3 of 1/6		Tls. 7 sales
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$25,500	\$505,471	{ \$6 dividend and \$1 bonus for first half- year 1904 } Tls. 7 final Tls. 1 1/2 for year end 30.4.04	64 %	\$225 sellers
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	\$6 for and half year 1903	64 %	Tls. 170 sales
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,950,000	\$43,713	\$10 div. and \$2 1/2 bonus for 1903	64 %	\$250 sales
Riley Harbours & Co., Limited	150,000	\$100	\$100	\$150,000	\$4,871	\$7 dividend \$10 div. & \$2 1/2 bonus for 1902/3	64 %	\$110
Howarth Erskine, Limited	12,000	\$100	\$100	\$14,000 \$59,989	\$29,926	\$7 dividend & \$2 1/2 bonus for 1902/3	64 %	\$210 buyers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	30,000	\$50	\$50	\$250,000 Tls. 487,710	\$28,215	Interim of \$1 1/2 for 1904	41 %	\$113 buyers
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 50,913	Tls. 22,995	Interim of Tls. 4 for 1904	64 %	Tls. 157 buyers
Yangtze Wharf and Godown Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	Tls. 18 for 1903		Tls. 180 sales
New Amoy Dock Company, Limited	6,000	\$68	\$68	\$55,500	\$489	\$12 for 1903	8 %	\$271 sellers
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000 Tls. 800,000 Tls. 150,000 Tls. 17,144	\$51,666	Interim of \$6 for 1904	74 %	\$150 sellers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 150,000 Tls. 17,144	Tls. 37,634	Interim of Tls. 3 for 1904	74 %	Tls. 114 buyers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	Interim of Tls. 3 for 1904	7 %	Tls. 125
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none	Tls. 636	Interim of Tls. 2		Tls. 55
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$636	\$2.60 for 1903	64 %	\$59 buyers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None		Tls. 12 buyers
West Point Building Company, Limited	12,100	\$50	\$50	none	\$1,362	Interim of \$1 1/2 for 1904	5 %	\$59 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$1,821 \$20,000	\$11,668	\$5 for first half-year 94	74 %	\$157 sales
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 4,000	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	6 %	Tls. 150
Astor House Hotel Company, Limited (Shanghai)	3,000	Tls. 25	Tls. 25	none	\$9,989	\$2 1/2 for year ended 30.6.1904	64 %	\$27 sales
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,086	Tls. 681	Tls. 0.87 1/2 for the year ending 31.3.1904	64 %	Tls. 21 sales
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	none		First year		Tls. 25
Tientsin Hotel des Colonies, Limited	1,000	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3 1/2		Tls. 37 sales
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,607 \$50,000	\$99,177	90 cts for 1903	7 %	\$124 buyers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,055	Tls. 4 for year ended 31. 0.1903	14 %	Tls. 28
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 30,098	Tls. 88,034	Interim of 3 % a/c 1898		Tls. 25
Lao-chen-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 15,500	Interim of 4 % a/c 1898 on 6,000 shares		Tls. 34
Soy Chee Cotton Spinning Company, Limited	3,000	Tls. 50	Tls. 50	Tls. 5,618	Tls. 25,189	4 % for 1897		Tls. 150
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$11,862	50 cents for the year ending 31.7.04	48 %	\$113 sellers
CIGARS AND TOBACCO COS.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 25,000 }	Tls. 1,091	Interim of Tls. 3	9 %	Tls. 65 buyers
Alhambra, Limited	300	\$200	\$200	\$4,100	\$57	\$125 for year ending 30.6.1900		\$150 sellers
Philippine Company, Limited	67,500	\$10	\$10			First year		\$91
MISCELLANEOUS.								
Green Island Cement Company, Limited	10,000	\$10	\$10	\$350,000	\$32,115	\$5.50 for 1903	5 %	\$91 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	none	NIL	60 cents for 1903	31 %	\$11 buyers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$250,000 \$15,000	\$4,883	Final of 50 cents making \$1 for 1903	7 %	\$131 ex new
Watkins, Limited	10,000	\$10	\$10	\$4,802	\$1,043	\$1 for 1903	10 %	\$10 buyers
Singapore Dispensary, Limited	600	\$50	\$50	\$6,000	\$800	\$5 for year end 31.7.1903	7 %	\$70
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$55,000	\$1,171	80 cents for 1903	64 %	\$91 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$5	none	\$1,747	{ \$1.00 \$0.50 } for year ending 31.3.1904	64 %	\$15 sales
Hongkong & China Gas Company, Limited	7,000	£10	£10	£23,109 £3,000	£7,625	£1 div. and 2/- bonus for 1903	74 %	\$160 buyers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 400,000 Tls. 108,173	Tls. 7,548	Interim of Tls. 3 1/2 for 1904	8 %	Tls. 99 sales
Shanghai Waterworks Company, Limited	7,100	£20	£20	Tls. 140,000	Tls. 7,369	Interim of 15/- for 1904	74 %	Tls. 387 buyers
Tientsin Waterworks Company, Limited	2,000	T.Tls. 100	T.Tls. 100	Tls. 15,259	Tls. 667	Final of Tls. 4 making Tls. 8 for 1903/4	64 %	Tls. 213
Tientsin Native City Waterworks Company, Ltd.	8,941	Tls. 120	Tls. 100	none	Tls. 411	Tls. 2 for half year		Tls. 11
Hall & Holt, Limited	25,000	\$20	\$20	\$186,000	\$31,104	Final of \$14 making \$14 for 1903	11 %	\$11 buyers
Lane, Crawford & Co., Limited (Shanghai)	25,000	\$100	\$100	none	\$21,182	Final of \$7 making \$14 for year end 29.2.04	64 %	\$140 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$8,395	\$10 for 1903	74 %	\$47 sellers
Geo. Fenwick & Co., Limited	6,000	\$35	\$35	\$70,000	\$10,517	\$3.75 for 1903	74 %	\$40 buyers
Hongkong Ice Company, Limited	5,000	\$35	\$35	\$35,000	\$5,844	Interim of \$4 for 1904	74 %	\$106 sales
Straits Ice Company, Limited	3,000	\$100	\$100	\$45,000		\$7 1/2 for second half year 1903	64 %	\$100
Hongkong High-Level Tramways Company, Ltd.	1,150	\$100	\$50	\$30,000	\$1,283	\$20 for year ending 30.11.1903	74 %	\$12 buyers
Dairy Farm Company, Limited	10,000	\$7 1/2	\$6	\$17,000	\$1,020	\$1 1/2 for 1903	74 %	\$32 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$55.0	\$560	60 p. per share for 1903	74 %	\$5 buyers
United Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	£1,161	£1.00 for year ended 31.5.1904	104 %	\$91 buyers
United Asbestos Oriental Agency, Limited	9,000	\$10	\$10	\$20,000	\$480	{ \$12.70 None } for year ended 31.5.1904	104 %	\$180 buyers
Do.	100	\$10	\$10	none	Dr. \$42,551	None		\$1 buyers
Tobacco Planting Company, Limited	20,000	\$10	\$10	none	Dr. \$1,548	Interim of 70 cents	64 %	\$37 buyers
Hongkong Steam Waterboat Company, Limited	7,000	\$10	\$10	none	\$3,739	None		\$10 sales
China Light and Power Company, Limited	30,000	\$10	\$10			Final of 70 cents making \$1.20 for the year ending 30.6.1904	104 %	\$14
William Powell, Limited	12,000	\$10	\$10	\$3,000	\$888	60 cents for year ended 31.5.04	84 %	\$8 buyers
Steam Laundry Company, Limited	5,000	\$5	\$5	none	\$1,644	First year		\$4 buyers
Maichiapit to Mijia, Bosch - an Landbouwak- maatschappij in Langkat.	35,000	Ga. 100	Ga. 100	{ Tls. 336,660 Tls. 11,143 }	Tls. 47,187	3rd quarterly of Tls. 10. pmt 5.0.04 making so far Tls. 30 a/c 1904	4 %	Tls. 510 sales
Shanghai Horse Bazaar Company, Limited	5,000	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,227	Tls. 4 for 1903	5 %	Tls. 100 buyers
Shanghai Pulpy and Paper Company, Limited	4,000	Tls. 100	Tls. 100	Tls. 6,000	Tls. 3,388	Interim of Tls. 6 for 1903	74 %	Tls. 150 buyers
Central Stores, Limited	6,000	\$15	\$12	\$10,000	\$4,223	Interim of \$1.20 for 1903	11 %	\$22 sales
Do.	123					None		\$8 buyers
Do.	24,000	\$15	\$4			Preferential of 7 per cent for 1904	64 %	\$20 sales
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	none	Dr. Tls. 152,375	Tls. 5 for 1902	74 %	Tls. 25 sales
Chica Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,941	Tls. 5 for 1903	74 %	\$11
S. Morris & Company, Limited	4,000	\$50	\$50	\$5,000	\$533	Final of \$3 making \$5 for the year ending 30.6.04	64 %	\$53
Kau Brothers, Limited	17,500	\$100	\$100	\$175,000		\$45 for 1903	74 %	\$153 buyers
Straits Trading Company, Limited	150,000	\$10	\$10	\$60,000	\$13,401	\$1 div. and 2/- bonus for 1903	7 %	\$60 buyers
Fraser and Neave, Limited	4,000	\$50	\$50	\$1,750,000	\$1,700	\$2 div. and \$2 1/2 bonus for 1903	74 %	\$100 sales
Maynard and Company, Limited	3,000	\$10	\$10	none	\$80	\$2 for year ending 31.10.1903	74 %	\$30
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,300	\$25	\$25	none	Dr. \$50,000	First year		\$21
South China Morning Post, Limited	6,000	\$25	\$25	none				\$21